

AMERICAN RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, July 18, 1874.

The Journal and its Investing Readers.

Within the past six or eight months, covering the period of paralysis of our trade and manufactures consequent upon the financial revulsion of 1873, we have received several letters from subscribers and others, many of them asking for information in regard to this or that railroad undertaking; others asking advice in regard to their disposition of various railroad securities; and still others offering advice and even censure for not warning our readers against one or the other unfortunate speculation. To the first class we have cheerfully replied with such authenticated information as could be had by diligent enquiry. It is proper, however, to say that the JOURNAL aims to state, and we think very fully does, the condition of nearly all the railroad and transportation enterprises as fully and as freshly as its pages will allow. Especial care is taken to keep our tables of financial condition, revenues, expenses, equipment, etc., as full and accurate as can be. We do not, however, choose to insert every stock-jobbing canard or street rumor in regard to transportation or financial companies, many of which are made to appear first in the daily newspapers

for selfish purposes. Indeed that is one of the chief labors of the JOURNAL office, to discriminate and sift the facts from the mass of floating falsehoods and guesswork. Our readers will bear witness to the fidelity with which we reprint the essential parts of official reports of all the leading railroad corporations from the best sources; the proprietor being specially guarded against taking facts or figures at second-hand, or from irresponsible printed sources.

To the second class, who seek our opinions on matters of investment, or of disposition of their property, we may say that where we have any conscientious expressions of dissent or distrust to make, we prefer they should be made personally, or at least in the privacy of direct correspondence. We shall be glad to furnish our readers such facts in regard to the standing or resources of borrowing corporations as we can obtain, together with such impressions as reasonable scrutiny may warrant. These, however, we cannot in all cases consent to print in the JOURNAL, for reasons here-in stated.

To those gentlemen, and especially those residing in Great Britain and on the Continent, whose letters imply, rather than distinctly state, that they have been led to make investments on the negative ground that they saw no warning in our pages against their particular speculation, we may remark that the role they would ask us to play is one very difficult to fill; one which has its grave perils and penalties to be encountered; and one for which (if it were otherwise possible) we should be but poorly rewarded. For example, one excellent Reverend gentleman in Ireland says: "I hold it to be your duty as an honest journalist, rather to warn your subscribers against such swindling schemes." * * * "I have, like many others, been a subscriber for a long time, and have a right to expect you would give correct information so as to keep me from being robbed by unprincipled speculators." With every sympathy for this correspondent's apparent losses, (which, by the way, are not irretrievable) we submit if he will but try to put himself, in imagination, in our place, he will see how unreasonable, as well as futile, are his complaints. To discover and trace all the visionary, dishonest or ill-timed schemes of

borrowers in the United States, (and this country is only for the moment a conspicuous example) would require more energy than the combined newspaper, legal and judiciary departments of the country possess; besides calling for a perspicuity and knowledge of inner motives belonging only to Omniscience. If it were within human ability, however, it is not allowable to say what we may think or suspect in regard to our neighbor's purposes, or to decry his property. There is a statute of this State, (and being founded on common sense and equity, we presume it belongs to the legislation of most older communities also) forbidding one from depreciating the property of another; and there is another statute against impugning his motives. Like the courts and the law officers, we cannot take things for granted, but must sometimes wait for the overt act, or the examination judicial or otherwise.

While we are thus limited, on the one hand, we are nevertheless left at liberty to exercise a wide discretion in the publication of facts and rumors which have currency. We think a reader of the JOURNAL who kept his mind open to what was *not* said, as well as to what was said in the past, would have no difficulty in steering clear of some of the worst of our unfortunate ventures. It so happens that the very statements cited by this correspondent are facts which his own testimony bears out, viz: that "bonds of the A— and B— Railroad are selling fast, it is reported only such an amount is left, etc." These were simple facts of the time in our financial history which properly belonged to our readers. If the panic had not occurred, or if the enterprise had been better managed, our friend might now have been rejoicing at his good luck in his selection of investments—but would he then have written his acknowledgements to us? As before said, even in the greatest rush of our prosperity, and in the fiercest competition among our industrial interests for capital, this JOURNAL was always conservative in its praises of promoters and their undertakings.

In conclusion, we may say to our foreign correspondents that they should make allowance for the difference in times between then and now. A year ago many enterprises which now look hapless and bottomless enough, appeared to be compara-

tively sound then. The movement of money was so much more rapid then; there was such loose rein given to credit by individuals, and by the more conservative corporations, that it all looks wonderful now, while it seemed natural enough then. The JOURNAL is expected to be wiser than its generation. Some of the securities which are now depressed, because they have been created and thrown on the market faster than the spare earnings of the people could absorb them, will gradually be taken up at higher prices. When the industry of the country produces the wealth to carry these new made securities, we shall repeat the reaction of 1837, and stocks which seem valueless now will yet be among the best the world affords. Instead, therefore, of being the occasion for withdrawing European capital out of American investments, we may say, in general terms, that it would be far wiser to take more and more of the best of our temporarily crippled undertakings while they may be had at such low rates. Selection is the all important requirement.

Sale of the Vermont and Canada Railroad to the Central Vermont R. R. Co.

The stockholders of the Vermont and Canada Railroad company held a meeting at Bellows Falls, Vt., on the 8th inst., and voted, after a lengthy discussion—68 to 11—to sell their road to the Central Vermont Railroad company for \$3,000,000, payable in bonds having thirty years to run, with interest at the rate of six per cent per annum. The following is a copy of the agreement:

Memorandum of contract, by and between the Vermont and Canada Railroad of the first part, and the Central Vermont Railroad Company of the second part, witnesseth:—

The party of the second part hereby agree to purchase of the party of the first part the Vermont and Canada Railroad, with all its privileges and appurtenances, together with the assets, rights of action and property of every description of the party of the first part, including the assignment of their demand for rent in arrear under their lease and supplemental contract to the Vermont Central Railroad Company, but not including the lease itself and all overdue rents, for the sum of three million dollars, payable in the bonds of the Central Vermont Railroad Company, with coupons attached, having thirty years to run from the first day of June, A. D. 1874; interest to commence on the first day of September, A. D. 1874, at the rate of six per cent., payable semi annually, secured by mortgage with the usual covenant, (to Bradley Barlow, Lemuel Shaw and Samuel Wells, as Trustees,) of the Vermont and Canada Railroad and its appurtenances as now constructed and operated, and limited in the remedies thereon to a foreclosure of said railroad, with its appurtenances. Said bonds to be redeemable in cash at any time, at the option of the Central Vermont Railroad Company, at par and accrued interest; and in addition to said bonds to pay the Vermont and Canada Railroad Company their proper incidental expenses agreeably to the provisions of their lease, to an amount not exceeding twenty thousand dollars; and in event that the Central Vermont Railroad Company shall avail themselves of their option to redeem said bonds as aforesaid, and shall give ninety days' notice thereof in not less than two public papers in Boston and Vermont and New York city, the interest shall, from and after the expiration of said ninety days, cease.

And it is further agreed, that the party of the second part shall indemnify the party of the first part against their liability on the Ogdensburg lease, and their guaranty upon one million of

bonds, known as the Vermont Central guaranteed bonds, and all other presently existing liabilities of the party of the first part.

In case there shall at any time be default in payment of the interest coupons as they mature, and the same shall remain in default and unpaid for the space of six months, then and in that event the whole principal of said mortgage shall, after the expiration of said six months, become and shall be considered due and payable.

The party of the first part hereby assent to the sale of their railroad, assets, rights of action, and property of every description, including the assignment of their demand for overdue rents as aforesaid, on the terms aforesaid, and agree to execute a good and sufficient deed of said property to the party of the second part.

And it is further agreed that the reasonable expenses of said trustees in signing said bonds shall be paid by the party of the second part, not exceeding three hundred dollars.

Deed and mortgage and other papers to be drawn by and be mutually satisfactory to the counsel of the respective companies.

And it is further agreed that the stock of the said Vermont and Canada Railroad Company, so far as exchanged by the said Vermont and Canada Railroad Company for the bonds of the Central Vermont Railroad Company, shall be surrendered to the said Vermont and Canada Railroad Company, to be by them placed in trust for the Central Vermont Railroad Company. And the said Vermont and Canada Railroad Company shall execute to the said Central Vermont Railroad Company a full and ample power of attorney, irrevocable, to use the name of the said Vermont and Canada Railroad Company in any manner which may be necessary to enforce the said claim for back rents, or for any other purpose which the said Central Vermont Railroad Company may deem necessary, not detrimental to the interests of the said Vermont and Canada Railroad Company, or the said bonds here provided for. And when the present outstanding securities of the Vermont Central Railroad Company, and of the trustees and managers, shall be retired or consolidated or otherwise arranged with, so as to become merged into a corporation under the charter of the Central Vermont Railroad Company, then the lease of the Vermont and Canada Railroad Company shall be cancelled and determined, and the said stock of the Vermont and Canada Railroad Company shall be cancelled.

It, however, it shall appear to the Vermont and Canada Railroad Company, or its legal advisers, that the title under the mortgage from the Central Vermont Railroad Company would be liable to be defeated by reason of the old lease remaining outstanding, then the said Vermont and Canada Railroad Company shall not be bound to convey its railroad, or to receive back said mortgage until said outstanding lease shall have been first cancelled; but the said Central Vermont Railroad Company shall hold possession of the Vermont and Canada Railroad as lessees thereof, at the rate of six per cent. per annum upon its capital stock, payable at the same times and in the same amounts as the coupons herein above described, until the title can be perfected, when they shall have the right to purchase on the terms above described.

In testimony whereof, the respective parties to this instrument have signed the same by their respective presidents, thereunto duly authorized at Boston, in the State of Massachusetts, this 5th day of June, A. D. 1874.

Vermont and Canada Railroad Company, by
F. A. Brooks, President.

Central Vermont Railroad Company, by
J. GREGORY SMITH, President.

Witness—GEORGE T. CHILDS.

At a meeting of the stockholders of the Central Vermont Railroad company, held at the same time and place, the agreement was ratified on the part of that corporation without a dissenting voice.

North Eastern (S. C.) Railroad.

The earnings of this road for the years ending February 28, 1873 and 1874, were as follows:

	1873.	1874.
From passengers	\$121,684 78	\$116,624 01
" freight	255,348 01	270,516 89
" express	5,430 32	2,997 11
" mails	12,999 96	13,713 66
	\$395,463 02	\$403,851 17

Expenses, viz:

Maintenance of road...	\$54,277 52	\$107,316 35
Motive power	85,876 84	53,611 08
Repairs of cars	30,578 70	22,208 01
Transportation	52,514 79	62,203 06
Salaries & general exp.	12,447 31	13,296 90
	\$235,695 16	\$258,635 40

Net earnings.....\$159,767 86 \$145,215 77

Compared with the previous year, the gross earnings of 1874 show an increase of \$8,388 15, with an increase in expenses of \$22,940 24, making a decrease in net earnings of \$14,552 09. The following extraordinary expenses have also been incurred:

State and city taxes, 1868 to 1872, inclusive	\$75 408 10
Rebuilding office and freight depot..	14,166 68
Ten new freight cars	7,630 49
Claim during the war settled	1,250 00
Legal expenses	2,558 70

Total

From tabular statements which accompany the report we learn that there were transported over the road during the past season 56,976 bales of cotton, 108,718 barrels naval stores, and 5,457,000 feet of lumber, as against 39,349 bales of cotton, 112,445 barrels of naval stores, and 4,692,000 feet of lumber the previous season. The diminution of passenger earnings is attributed to the general financial disturbance of last autumn; while the increase in freight earnings is due to the close connections established between this and adjoining roads, by which it has been enabled to compete, successfully, with other routes, for the business of Charlotte, N. C., and its vicinity, in one direction, and that of Cincinnati and the northwest in another.

During the year 555 tons of new 56 lb. rails, with fish plate fastenings, 40,492 cross-ties, and 1,034,000 feet of timber have been used, against 275 tons rails, 27,896 cross-ties and 540,000 feet of timber the previous year. The superintendent calls attention to the fact that at least 500 tons of new rails will be required to meet the current repair of the track.

The statement of the treasurer shows that the amount at credit of profit and loss February 28, 1873, was \$58,378.91; and since added, \$13.47; which, together with the net proceeds of transportation, as above, \$145,215.77, gives the total amount at credit of profit and loss at the close of the year, \$198,608.15. Against which are charged: interest on bonds and other obligations of the company, \$96,833.01; current interest, \$11,135.20; extraordinary expenses \$101,213.97—making a total of \$209,182.18, and leaving a balance at debit of profit and loss February 28, 1874, of \$10,574.03.

The indebtedness of the company, as given in the annexed statement of the treasurer, amounts to \$2,276,276.56; to meet which the company have the road, 102 miles long, with its sidings,

equipments, etc., at a cost of \$2,148,180.65, and assets amounting to \$117,571.88—making a total of \$2,265,752.53, leaving the balance of \$10,574.03, as stated above, at debit of profit and loss. The president in his report says:

The entire issue of our new first and second mortgage bonds are, respectively, for \$840,000 and \$322,000. There are still outstanding and awaiting redemption, \$3,500 of the old second mortgage bonds—to redeem which, when presented, we have on hand, a corresponding amount in new bonds. Having placed the former among our obligations, the latter are necessarily included among our assets. With reference to the preferred stock, it is proper to repeat to you, that, when issued, it was resolved to secure it, by a corresponding amount of second mortgage bonds, to be lodged in the hands of trustees; hence, it is not a distinct liability, but rather a substitute for, or representative of an equal amount of second mortgage bonds. As both bear the same rate of interest, the conversion of one into the other, has been consented to, at the option of their respective holders—some parties desiring the preferred stock, because of its being registered, and transferable only on the company's books; while others prefer the bonds, for the greater convenience which they afford in the collection of interest, facilities of transfer, etc. The amount of either may thus be varied, but the aggregate of both, will always be separated by the sum of \$322,000.

The road and its structures are generally in good condition. About six miles of new rails have been laid continuously, with improved fastenings, and such of the old rails as were still serviceable, have been substituted throughout the track, for those which required removal.

The motive power of the road consists of 14 locomotives—all in running order. We have 14 first and second class passenger cars, 5 mail and baggage cars, 83 box, and 54 platform cars. The greater number of our locomotives are, of an advanced age, and of light capacity, requiring constant attention and expenditure, to keep them in their present effective condition.

If our anticipations of an increased business the ensuing Fall are to be realized, we may find them inadequate to our requirements. The above equipment is also insufficient for our purposes, and should be increased, that we may avoid, as far as practicable, the use of foreign cars, and the mileage, ordinarily charged upon them.

The past has been an eventful year with us. By a decision of the Supreme Court of the United States, in March last, the company's property was held to have been liable to taxation, by the State and City authorities from the year 1868, and, by this decision, we have been required to provide the sum of \$75,408 10, in liquidation of the amounts, annually charged against us, from 1868 to 1872, inclusive.

On the 16th of October last, the company's office and freight depot was suddenly prostrated by a violent cyclone or tornado, causing the death of four of our employees, and serious injuries to others. The building referred to, had been erected at the close of the war, by some of our most experienced mechanics, and nothing had ever occurred to excite the slightest apprehensions, as to its strength and safety. It has since been reconstructed at a cost of \$14,166 68. These have been very serious drawbacks to us, financially, and will at once explain the present floating debt of the company, say \$89,847 96.

The slowly but steadily increasing business of the company in the past, is in itself a good foundation, upon which to build our hopes, as to the future. But these receive a further assurance, from the intimate relations now existing between this road at its terminus, with the Wilmington, Columbia and Augusta road, and its extended connections, by which new and hitherto inaccessible fields of business, are being opened to us. A complete system of through freight rates, with all the appliances for its satisfactory execution, has recently been established, under, as it were,

one controlling interest, which should, eventually, promote that of the separate roads thus linked together in one line, and, at the same time, give to our community the benefits of increased facilities, and competition with other routes.

The advantages of a close rail connection with the Savannah and Charleston road, have been too frequently brought to your notice, to require further comment here. Suffice it to say, that the subject is now having the earnest attention of the direction of that road, and we trust that, ere long, measures will be devised, for supplying this important connection.

BALANCE SHEET, FEBRUARY 28, 1874.

Construction, equipment, right of way, etc.	\$2,148,180 65
Investment in 83 second lien and 2 first lien eight per cent. bonds of the Northeastern R. R. Co.	40,550 00
24 new first lien bonds on hand	12,000 00
7 second lien bonds on hand for the redemption of the same number of old 7 per cent. second lien bonds, still outstanding	3,500 00
Cash	20,012 54
Bills receivable	7,980 31
Stock in Cheraw and Salisbury R. Co.	4,064 00
Stock in South Carolina Central R. Co.	3,857 94
Stock in Cheraw Bridge Co.	112 52
Stock in Cheraw and Darlington R. Co.	100 00
Real estate	19,191 92
Post Office dues	1,932 19
Southern Express Co. dues	178 39
Balance of open accounts due the company	4,092 07
Balance at debit of profit and loss February 28, 1874	10,574 03
	\$2,276,276 56
Capital Stock	\$899,850 00
Issue of 1,640 first lien eight per cent bonds of \$500 each, payable Sept. 1, 1899	820,000 00
Issue of 644 second lien eight per cent bonds of \$500 each, payable Sept. 1, 1899	\$322,000 00
Of which 194 are held for the security of preferred stock	97,000 00
	225,000 00
Issue of 1,940 shares of preferred stock of \$50 each, secured as above	97,000 00
Issue of 7 second mortgage old seven per cent. bonds, still outstanding	3,500 00
Bonds for real estate	28,000 00
Certificates of indebtedness, payable Jan. 1, 1875	109,028 23
Bills payable	89,849 96
Interest outstanding, due in cash	4,548 37
	\$2,276,276 56

President.—A. F. RAVENEL.

Superintendent.—F. K. HUGER.

Treasurer.—C. WILLIMAN.

Baltimore City Passenger Railway.

At a meeting of the directors of this company, held in Baltimore on the 8th inst., the treasurer announced that the earnings of the company since its organization had exceeded the capital paid in by \$64,000. The whole amount of capital paid in has been \$940,000, while the authorized capital is \$1,000,000, or in other words, \$23,500 has been paid on each share of \$25 par, thus leaving \$1 50 subject to call. But in view of the excess of earnings having been applied to construction, &c., the board passed a resolution declaring the stock full paid—the effect of which is that no further call can be made upon the holders. It was stated that during the past two weeks

50,000 tons of new rails have been purchased, and that the work of repairing the different lines will be pushed to a speedy conclusion.

Railroad Law.

RAILROAD COMPANIES.—THROUGH TICKETS.—LAW AS TO DETACHING COUPONS AND STOPPING OVER.

The facts of this case are fully set forth in the following opinion of the court by Judge Lott:

The case was apparently heard at General Term, under the order of the judge made at circuit without objection by either party; and although that order may not have been strictly regular, it appears to have been treated as made within the provisions of section 265 of the Code so far as it related to the exceptions taken on the trial; and any irregularity affecting it must be deemed as waived.

The order at General Term will, therefore, be assumed to have been made under that section of the Code, and is, consequently, reviewable by us on its merits. From such review the following conclusions have been reached by me:

1st. The ticket purchased by the plaintiff at Buffalo entitled him, at any time within twenty days from its issue, to a single passage from Buffalo to Albany over the road of the New York Central Railroad company, and then to a single passage from Albany to New York over the road of the Hudson River Railroad Company.

The passage was to be continuous after it was commenced on each of the roads, without the right of stopping at any intermediate station and renewing the journey on a different train at any subsequent time during the twenty days. The exercise of such a right would have given the plaintiff the benefit of a new and different passage. A party leaving a train at a particular place on a certain day could not, after stopping at several other places, and laying over a day or more at each of them, be considered, fifteen days thereafter, as still on one and the same passage.

Each departure from a different place would constitute a new passage. This construction of the ticket was insisted on by the counsel of the defendant as one of the grounds of his motion for a non-suit, and was also asked to be given in the instruction of the court to the jury. The refusal to grant the non-suit and to comply with such request was erroneous.

2d. Assuming, however, that the plaintiff had the right to avail himself of the ticket on different trains from time to time, then he lost that right if he left the central coupon in the spring at the head of his berth, when he went off at Utica.

By the terms of the ticket it was good only upon its presentation, with the checks attached, to the conductor. If, therefore, the holder voluntarily or negligently deprived himself of that right, or became unable in consequence of his own act or omission of presenting the ticket in that form, he could not claim any privilege or right under it. There was a conflict in the evidence as to the circumstances under which the coupon in question was left in the sleeping car. The testimony of the plaintiff tended to show that it was given up by him on the demand of the conductor of the sleeping car on leaving the train at Utica; and he, on the other hand, swore that such was not the fact, but that he found it in the spring of the berth that had been occupied by the

plaintiff. Under this state of evidence the defendant's counsel asked the court to charge that if the jury believed that the plaintiff left his ticket in the sleeping car, the fact that he bought it in Buffalo, and there paid his fare to Albany, was no reason why he should not have been put off the second train when he would not produce his ticket or pay his fare.

This was a proper request, and the refusal of the court so to charge was erroneous. The only evidence of such payment, which the conductor was authorized to receive, was the production of the ticket.

8d. It was proved that the fare paid by the plaintiff to the conductor of the Utica train (whose name was Morgan Gardner) was refunded by him at Albany; and the plaintiff testified that after he had received it he said to the conductor "this is not the end of the matter," and made some other observations; and that the conductor in replying thereto, called him a nigger and a thief, and also used these words. "I don't doubt but if your pockets were searched we should find them full of counterfeit money." In reference to which the counsel of the defendant requested the court to charge the jury that the conduct of Gardner at Albany after he had paid back the fare, if the jury believe Hamilton's statement in regard to it, is not to be taken into consideration, as the company is not responsible for the acts of Gardner at that time and under the circumstances. If he did slander or abuse Hamilton then and there, the company is not liable. This, the case states, "the judge refused to charge, unless qualified;" and the defendant's counsel then and there accepted. It did not appear what qualification the judge deemed necessary, nor has any been suggested in the prevailing opinion of the General Term, nor by the plaintiff's counsel. The request was proper as made. What was said and done by Gardner at that time was not in the discharge of his duties as conductor. The company could, with equal propriety, have been made responsible for an assault and battery committed after the money was so refunded.

The fact that the statement referred to in the request was made without objection by the defendant did not render the refusal proper. It is said with plausibility by Mullen, J. (the Judge who tried the cause and gave the prevailing opinion referred to), that the evidence "was conceded by both parties to be competent, as evidenced by the one by offering, by the other by not objecting to it. To instruct a jury that such evidence is not to be taken into consideration, is to exclude it from the case. This the court had no right to do." The remark is specious and unsound. It does not follow that the omission to object to testimony is a concession that it is competent. Counsel may deem certain evidence offered entirely irrelevant and immaterial, and therefore, harmless, and, for that reason, raise no objection to its introduction and thus avoid an exception, assuming as the learned judge, after making the remark above quoted, immediately added, that "being in, it was the duty of the court and jury to give it whatever effect it ought to have in the case."

On the application of that principle to the evidence referred to, the learned judge was asked to instruct the jury that it ought to have no effect whatever. This it was his duty to do if the testi-

mony was irrelevant and such as could legally have no influence whatever on their verdict.

It is claimed by the learned judge, however, that the evidence was competent, as a part of the *res gesta*, to show the *quo animo* of the agent in the transaction beginning at St. Johnsville and ending at Albany. The difficulty with that proposition is that the transaction which constituted the gravamen of the action was the ejection of the plaintiff from the car of the defendant; and that terminated at St. Johnsville, and not at Albany.

The claim that what occurred at Albany several hours after such termination was, nevertheless, a part of the transaction, is refuted by the mere statement of the proposition. It might be added that the defendant was only liable for what was done by the conductor within the scope of the authority conferred on him in the discharge of his duty. It is conceded by the learned judge that it could not be charged with the agent's slanders; and he erred in holding that it could be held responsible for the *quo animo* of his action beyond the purpose of ejecting the plaintiff.

Assuming the views above presented to be correct, I deem it unnecessary to consider the other exceptions which were taken on the trial.

All of my brethren concur with me in what has been said on the third and last ground or question considered by me, but express no opinion on the other two questions. It follows that the order denying a new trial was, on that ground, erroneous; and the order must, therefore, be reversed, and a new trial must be ordered, costs to abide the event.

Illinois and St. Louis Bridge.

The great bridge between Missouri and Illinois, across the Mississippi at St. Louis, was formally opened July 4th, with elaborate ceremonies.

The project of a bridge across the Mississippi at St. Louis, was one in which no real interest was awakened till, in the spring of 1867, Captain Eads entered the field, selected his location, and made public his plans. The river at the foot of Washington avenue was narrower than at any other point, while west of the rising ground traversed by the tunnel there was an easy grade and a broad avenue for the cis Mississippian railroads. February 5, 1864, the St. Louis and Illinois Bridge Company, at whose head was a Mr. Boomer, of Chicago, was organized. February 21, 1867, the Illinois and St. Louis Bridge Company was organized. Between these two rival organizations a vigorous warfare was prosecuted. The Eads plan contemplated but three arches, two of 497, and one of 515 feet, all resting on piers based on the river rock, with a double railroad track on one story, and above it a roadway fifty feet wide. The Boomer party called a convention of twenty-eight distinguished engineers, and on the 31st of August, 1867, these gentlemen solemnly resolved that, "as practical engineers, they could not conscientiously recommend parties interested to venture on the construction" of spans of 500 feet, for which there was no engineering precedent. Eleven days before the publication, Captain Eads began the excavation for the west abutment.

This was difficult work. Not alone the swift current but the treacherous sand had to be overcome, and at the bottom of it was encountered a deposit twelve feet thick of old smoke stacks, coal, stone, grate-bars, and the hulls and engines of two steamers that were burned at the levee in the big fire of 1849. Through this mass it was necessary to cut with immense oak piles shod with steel—gigantic chisels, in fact, thrust down resistlessly by pile drivers, so as to make place for the pile sheeting to enclose the coffer-dam. The western abutment rests upon the shaft of one of

the burned steamboats of 1849—the railroad has put its foot on the neck of the conquered steamboat. The first stone was laid in this abutment ninety-seven feet below ordinary high-water mark, February 25, 1868.

A few days thereafter the war between the two bridge companies, which for a time had threatened to make impossible the building of either bridge, was ended by a consolidation of the companies, the Boomer party withdrawing, in consideration of receiving a large sum of money for their privileges. The New Illinois and St. Louis Bridge Company, dating from March 19, 1868, had for President Mr. C. K. Dickson, of St. Louis; Vice-President, Mr. Robert Lenox Kennedy, of New York; Chief Engineer, Captain Jas. B. Eads. The other New York directors were Messrs. Amos Cotting, Solon Humphreys, and M. K. Jesup. So soon as the consolidation was effected the work of the financial agents, Messrs. J. J. Morgan & Co., of London, was easy, and the success of the bridge assured.

In describing the construction it may be well to anticipate somewhat. The pneumatic system was adopted, with essential modifications, instead of sinking the foundations by caissons, open at top and bottom to allow the removal of the sand down to the bed rock, inside of which a wooden caisson containing the masonry was to be sunk. The caissons were much after the usual model of caissons. That for the eastern pier was 82 ft. by 60, and with walls 28 ft. high, composed of heavy wrought-iron plates strengthened internally by braces and angle-irons. Nine feet above the cutting edge was the iron roof of the air chamber. This caisson was commenced May 12th, 1869, launched October 17th, and sunk the next day. On the first of March, 1870, bed-rock was reached 93 feet 4 inches below the water line, and 120 feet below the city directrix. The air-chamber was then filled with concrete and the work of laying the granite courses of the piers proceeded with, the concreting having been finished May 27th.

The caisson for the west pier, 82 by 48 feet, was launched January 8, 1870, and the first stone laid on the 15th. That for the east abutment was begun April 3, 1870, and launched November 12th. In the winter of 1873-4 the strong but airy arches, springing from pier toward pier without apparent support, clasped hands, and men could cross the river afoot who had steady brains and no affection for their necks. By the middle of April the superstructure was finished, and on the 2nd of July the grand test was made with a weight of 500 tons, and the bridge stood the ordeal perfectly.

The superstructure of the bridge may be briefly described. There are three spans of, respectively, 515, 520 and 515 feet. Each is formed of four ribbed arches of cast steel. The upper roadway, planked and bounded by railings, is for carriages and foot passengers. There is a roadway of 34 feet and two sidewalks, each of 8 feet, making a total width of 50 feet. The railroad passages are beneath the carriage way; each is 134 feet wide in the clear and 18 feet high, arched openings of the same size being made in the piers. The tracks are carried over the levees on either shore on five stone arches, each 20 feet wide; over these is a cap-stone arcade of twenty arches supporting the carriage-way. From the stone arches on the west shore brick arches carry the tracks into the tunnel at Third street, leading to the Union Depot. On the eastern shore the tracks curve away to the north and south, descending to the Illinois grade over an approach of trestle-work some 3000 feet in length, with a fall of one foot in 100. The carriage-way descends straight between them, with a fall of five in 100; on the west side it is carried on level to Third street. Gates with automatic attachments registering the number of passers check the gray-uniformed toll takers. The lowest part of the arches is 50 feet above high water mark.

The final test of the strength of the St. Louis bridge was made on the 2nd instant under the supervision of Captain J. B. Eads, the chief engi-

eer. He was assisted by Col. Henry Flad, Oscar Scheultze, Messrs. Klemm, Varrelman, Schmidt, Cooper, and Devon, with ten assistants, and Mr. C. Schaler Smith, of the Baltimore Bridge Company, and Mr. Walter Katte, of the Keystone Bridge Company. Col. H. B. Carrington, United States Army, Professor of Dynamic Engineering at Wash College, was also present, and expressed his satisfaction at the result of the tests. At a given signal there were fourteen locomotives ready to obey the command of Captain Eads and Colonel Flad and their assistants.

The Chief Engineer's report of the tests says: Seven locomotives were placed upon the track of each span. This produced a deflection of 2½ inches on centre span, and 2½ inches on each side span. Seven locomotives were then placed on each track of the west approach, and both trains of locomotives, fourteen in all, were moved out abreast and simultaneously over each one of the three spans. The locomotives weighed from 35 to 51 tons, averaging 40 tons each, making 560 tons in all. The two trains thus formed were stopped on each span, and the effects of this load carefully noted. The deflection of the middle span was 3½ inches; of each side span 3 inches. The two trains moving abreast upon each arch was the severest possible test to produce distortion of the curve of each arch. Ten locomotives were then coupled together, and these were run over each track on each side of each arch of the entire bridge, covering the entire track of each span, and throwing the whole weight of the train, 400 tons, on one side of each span. This test was applied to each side of the bridge, and produced the severest twisting strain to which each arch can be subjected. The vertical deflection produced by this test on the central span was two and one half inches. The locomotives thus coupled were run at a speed of ten miles per hour. The local traffic on the upper roadway of the bridge was uninterrupted during the progress of the tests. Various other observations in detail were made, noting the effects of the load on the arches as it entered upon and left the spans, but this possesses no special interest to the general public. The result of the tests agrees almost exactly with the theoretical computations previously made, and the whole trial proved eminently satisfactory. The instruments failed to detect any side motion whatever during the tests.

Telegraphs in Mexico.

The following extract in relation to the telegraph interests of Mexico is taken from the report of the Department of Public Works of the Republic to the Mexican Congress:

Of the lines now in operation, some belong to the Federation, some to the States, and others to private companies. The following telegraphic lines belong to the Federation: The one which starts from the City of Mexico passes through Cuautitlan, Tepic del Rio, Arroyozarce, San Juan del Rio, Queretaro, Allende, Dolores, Hidalgo, San Felipe, San Luis Potosi, Moctezuma, Charcas, Matehuala, Salado, Gomez, Farias, Saltillo, Monterey, Cadereita Jimenez, Cerralvo Mier, Camargo, Reynosa, and the port of Matamoras; there being a telegraph office at each one of the twenty-three places above mentioned, and comprising a distance of 1,400 kilometres in length. At Matamoras this line connects with those of the United States, and consequently with Europe. The line which leaves Queretaro and passes through Celaya, Salamanca, Irapuato, Guanajuato, and Leon, with branches to Salvatierra, Valle De Santiago, Penjamo, Cuitzeo, and Dolores Hidalgo, telegraph offices being established in each one of the places mentioned. The length of this line, with its branches, is 398 kilometres. That which starts from the City of Mexico, 222 kilometres in length, and which passes through Toluca, Ixtlahuaca, Tlapachua, and Maravatio, from which latter point it communicates with Salvatierra, closing the circuit at Celaya, which facilitates communication between the capital of the republic and the interior lines, independently of that which is es-

tablished via Queretaro. The telegraph line which passes through Tacabaya, San Angel, Tlalpam, Cuernavaca, Puente de Ixtla, Iguala, Chilpancingo, and Tixtla Guerrero, comprises a distance of 376 kilometres, and will be continued as far as the port of Acapulco. [The line has been finished to the said port since the publication of the report from which these data are taken.] The line which starts from the port of Mazatlan, and passes through Concordia, Panuco, Copala, Ceyotes, Durango, Nombre de Dios, and ends in Chalchihuites, is 498 kilometres in length. The line from Tehuacan to Oaxaca, which is 251 kilometres in length, and passes through Teotitlan and Culcattian. The line which starts from Minatitlan, and is to place in communication the States of Vera Cruz, Tabasco, Campeche, and Yucatan with the capital of the republic; two sections of the said line are already in operation; one from Minatitlan to San Juan Bautista, and the other from Campeche to Champoton. The whole line when finished will be 689 kilometres long.

The following telegraph lines also belong to the Government: Those established in the States of Yucatan and Campeche, with offices at Merida, the Port of Progreso, Sisal, Huamantla, Tixkokob, Izamal, Acatek, Mama, Tuul, Tekax, and Maxcanu, in Yucatan, and in Kalkini, Tieselachan, Iturbide, Champoton, and Campeche, in the State of the same name. These lines are 520 kilometres in length.

The State of Zacatecas owns the line which begins at San Luis Potosi and runs through Ojo Caliente, Zacatecas, Fresnillo, Sombrete, Chalchihuites, Aguascalientes, Jerez, and Villanueva; this line is 660 kilometres long. The State of Michoacan owns the line which starts from Salvatierra and passes through Acaambro Maravatio, Morelia, Patzenaro, and Arrio. This line is 190 kilometres in length. The line of the Jalisco Company starts from Leon, passing through Lagos, San Juan de los Lagos, Aguascalientes, Pegueros, Tepatlitan, Zapotlanejo, Guadalajara, Tepic, and San Blas, Guadalupe, Zayula, Zapotlan, Colima, and the port of Manzanillo, 930 kilometres long. The Vera Cruz Telegraph Company owns the lines which start from the said port and run, one to Minatitlan, and another to the Port of Tampico, the former passing through Alvarado, Tlacoalpan, Tuxtla, and Acayucan, and the latter through Jalacingo, Papantia, and Tuxpan. The line which runs from this city to Vera Cruz, passing through Riofrio, Puebla Acatzingo, la Canada, Orizaba, Cordoba and Vera Cruz, also belongs to a private company, and the other line, which follows along the Mexican Railroad as far as Nopalucan, and then passes through Tulancingo, Perote, Jalapa, and Vera Cruz. This company likewise owns the lines from Mexico to Pachuca and Tulancingo, from Puebla to Tehuacan, from Puebla to Tlaxcala, and from Mexico to Chalco and Ameca. The telegraph of the Mexican Railway Company goes from this capital to Vera Cruz, following the railroad and the branch to Puebla.

The extent of telegraph lines already in operation and being constructed in the republic is as follows:

	Kilometres.
Owned by the Government.....	3,802
In course of construction.....	1,050
Owned by States.....	970
Owned by private companies.....	2,179

Total number of kilometres.....8,001
—or about 5,000 miles.

The total number of telegraph offices owned by the Government is 73.

The Western division of the Northern Pacific railroad has been completed to Columbia river, a distance of one hundred and twelve miles.

The Lewiston and Auburn Railroad was opened for public travel and freight on the 13th inst.

Conversion of Gauge in England.

An important event in the history of the Great Western Railway Company occurred during the week. This company was the first to convert broad into narrow gauge, the former having been the conception of the younger Brunel. Between Friday last and Monday 200 miles of the southwestern district of the Great Western Railway was successfully converted from broad to narrow gauge, and the operation was performed in a manner which reflects the highest credit upon the administrative and engineering staff of the Company. Whether the original conception of the broad gauge was an error in engineering science or not will probably remain an open question amongst leading scientific men for years to come, but the fact of its rapid disappearance from our railway system will be a subject of congratulation to most people connected with or interested in railways. Brunel's idea was to adapt the gauge to the engine, Stephenson's to adapt the engine to the gauge. As a matter of course the more practical conception of the two was that which ultimately prevailed, and hence we may now be said to have a uniform gauge over the whole kingdom. The invention of the outside cylinders also favored the general use of the narrow gauge. The Great Western suffered in traffic interchange with other companies for many years from this original error of judgment on the part of their enthusiastic engineer, and the public had to suffer all the inconvenience of a break of gauge. Now, happily, from henceforward both the company and the public will be benefited by the work which has been so successfully accomplished lately, and during the week; and when the difficulties in the way are considered, and the probable interruption to public traffic regarded, this conversion of 200 miles of English railway from broad to narrow gauge in so short a space of time must be looked upon as an engineering feat of no ordinary magnitude. The portion of the Great Western which has now been converted is that which embraces the various branches of the line between Reading and Devizes, Holt Junction, Bath, Salisbury, Chippenham, Weymouth, Radstock, Wells, and Frome, and some short lines in conjunction therewith. Upwards of 2,000 men were engaged in the work, the average number of hours for work being 17 or 18 out of the 24. Double lines extend over a considerable part of the distance converted, doubling, of course, the work to be done. Every care and precaution was taken to facilitate the operations of the men, and to prevent accidents. We believe the portion of the line between Bath and Bristol is now on the mixed gauge, and will be opened for the narrow gauge simultaneously with the line just converted, thus bringing nearly the whole of the Great Western into unison with the other systems in the country, a result which, we may again repeat, will be of benefit to the Company and utility to the public. The next work should be the conversion of the Bristol and Exeter, South Devon, and Cornwall lines, from broad to narrow gauge. Our readers are aware that the broad gauge is 7 feet, and the narrow 4 ft. 8½ in., and therefore that the broad is about 50 per cent. wider than the narrow.—*Hera path, June 27.*

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending July 4, at 347,472 tons, and for the coal year 9,047,355 tons against 9,294,291 tons to corresponding time last year, being a decrease of 146,836 tons. The bituminous tonnage for the week is 71,743 tons, and for the year 1,563,865 tons, against 1,487,014, one to same time last year, giving a total of all kinds for the week of 419,215 tons, and for the year of 10,611,220 tons, against 10,781,305 tons to same time last year, being a decrease of 170,085 tons.

The survey for the Bushwick and Glendale Railroad has been completed, and maps of the same are to be filed in Kings and Queens Counties during the present week.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,668
1868.....	64,403	86,937	81,306	96,481	104,835	164,729	259,590	261,832	262,770	295,422	296,562	342,743	2,800,767
1869.....	212,604	218,982	391,308	455,048	568,270	556,050	532,657	511,854	609,788	579,642	535,306	467,669	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	486,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,368	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,089	1,285,567	1,299,900	1,037,992	12,734,729
1873.....	852,860	601,015	939,778	1,129,469	1,372,675	1,301,202	1,211,765	1,258,600	1,392,125	1,423,875	1,296,912	1,072,760	13,983,969
1874.....	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	551,045	493,232	506,623	468,212	397,515	340,851	4,651,563
1870.....	281,109	516,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	363,235	342,369	384,999	388,964	461,290	406,097	533,555	534,163	507,617	473,227	455,607	877,687	5,278,910
1872.....	371,708	332,902	373,217	379,799	409,264	419,196	488,352	559,882	497,261	540,756	431,315	362,604	5,166,326
1873.....	347,372	396,307	420,898	409,472	430,184	476,819	540,342	596,708	560,868	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1868.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1869.....	541,005	482,164	409,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	764,671	547,842	7,976,490
1870.....	523,666	899,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,290,430
1871.....	696,147	574,664	766,398	774,280	896,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1872.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1873.....	892,093	530,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1874.....	706,025	753,782	868,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1875.....	665,428	602,182	774,934	787,641	1,094,101	952,899	861,946	1,099,337	1,281,574	1,047,318	1,008,235	852,422	11,008,277
1876.....	774,856	714,122	846,394	900,376	1,074,770	1,070,460	1,029,858	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1877.....	762,468	765,249	967,258	1,084,023	1,256,072	1,309,578	1,240,987	1,254,094	1,071,448	1,451,827	1,039,305	1,019,501	13,516,465
1878.....	993,490	903,921	1,089,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	248,646	260,169	274,021	314,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	316,149	296,490	281,491	288,775	314,850	360,759	374,671	388,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	399,830	358,748	4,442,625
1873.....	363,921	413,043	448,924	413,443	436,450	411,260	398,596	465,505	466,796	423,893	327,804	322,596	4,857,448
1874.....	363,053	276,999	318,976	242,247	306,778	350,754	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871.....	1,056,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,493,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,468,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,650	1,329,422	1,615,382	1,541,968	1,754,831	1,717,693	1,685,384	1,774,570	1,918,247	1,882,421	1,560,028	1,625,129	19,631,781
1874.....	1,462,650	1,473,775	1,413,223	1,665,550	1,987,772	1,477,946	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868.....	587,443	588,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,046	814,413	696,677	8,823,472
1870.....	623,383	661,799	601,526	664,539	684,539	712,647	692,216	899,052	901,235	905,225	811,708	697,751	8,678,958
1871.....	624,744	579,617	563,598	620,223	713,182	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,436	631,627	675,393	569,571	648,955	659,363	600,846	783,255	744,782	881,693	696,475	696,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,900	648,940	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	611,401	638,668	567,564	580,921	647,892	678,728	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871.....	173,673	152,264	267,411	303,915	306,944	266,956	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,392	319,468	449,418	314,513	223,240	3,692,183
1873.....	180,567	194,786	309,719	332,760	332,764	312,614	323,231	325,189	338,755	392,510	265,217	201,462	.....
Lake Shore and Michigan Southern:													
1871.....	1,082,695	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,339,889	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,035,691	1,764,788	1,558,424	1,483,480	17,591,622
1873.....	1,412,368	1,646,285	1,736,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,566	1,546,983	19,134,136
1874.....	1,519,249	1,395,132	1,371,645	1,563,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871.....	130,863	126,224	140,740	118,173	119,560	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	160,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,199	2,029,927
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	194,191	151,793	150,801	2,126,875
1874.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869.....	384,120	320,636	386,627	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,030	405,283	363,167	326,891	378,880	467,990	611,447	463,873	357,827	4,755,953
1871.....	418,755	442,665	486,980	470,703	480,547	427,096	422,015	529,890	628,660	582,802	537,434	507,960	5,940,102
1872.....	411,113	384,068	449,453	485,550	487,252	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869.....	454,590	530,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,135	496,555	7,250,069
1870.....	396,171	382,932	377,671	443,132	730,700	765,737	636,434	661,020	868,318	908,313	791,014	529,765	7,420,421
1871.....	396,760	327,411	400,149	483,884	662,368	658,017	451,113	506,557	815,548	841,150	644,626	475,295	6,090,695
1872.....	460,986	387,565	426,225	474,188	580,432	594,769	488,348	565,739	811,961	950,945	702,858	513,787	6,967,771
1873.....	334,716	423,716	555,005	569,236	805,739	929,210	834,320	767,803	1,193,209	1,012,704	771,800	843,200	9,040,711
1874.....	664,400	667,500	576,620	742,050	964,800	886,900	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869.....	194,112	207,392	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870.....	202,447	290,617	294,874	283,550	283,221	263,328	260,449	345,195	553,677	341,373	321,659	236,108	3,438,930
1871.....	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	349,128	369,887	388,		

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

Years ending.	Length track equiv. single.	Horses and Drivers.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.			COMPANIES.	Amount standing.	Inter at Rate.	Payable.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.	P. C.	P. C.	Par.	Paid.	Market.						
Sept. 30, '73	m.	No.	No.		\$	\$	\$	\$	\$	\$	P. C. <td>P. C.<td>\$</td><td>\$</td><td></td><td>\$</td><td>pc</td><td></td><td></td><td></td></td>	P. C. <td>\$</td> <td>\$</td> <td></td> <td>\$</td> <td>pc</td> <td></td> <td></td> <td></td>	\$	\$		\$	pc				
Sept. 30, '73	9.50	114	40	Albany.....N.Y.	190,590	190,000	59,000		101,301	28,019	8	8	100	100	100	59,000	7	J. & J.	1883	....
Sept. 30, '73	1.04	440	78	Albany st. Freight (B'ton).Mass.	48,709	75,000			7,229	894			100	100	100			A & O.	1881	....
Oct. 31, '73	25.00	440	78	Atlantic Avenue (Bklyn).N.Y.	725,723	630,000	456,800	32,296	266,857	42,314			100	100	100	115,000	7	A & O.	1881	....
Sept. 30, '73	11.3	344	50	Avenue C (N.Y. City).N.Y.	540,360	500,000	900,000	109,019	230,082	32,540			100	100	100	100,000	7	A & O.	1884	....
Dec. 31, '73	7.5	697	90	Baltimore City (Balt.).Md.	1,938,458	1,000,000		98,000	257,704	37,697	3	3	25	25	25	166,000	7	J. & J.	1886	....
Sept. 30, '73	22.01	490	60	Bleek. st. & F.F. (N.Y.C.).N.Y.	1,801,673	900,000	694,000	48,850	8,800	7,759	7.7	7.7	100	100	100	900,000	7	A & O.	1896	....
Sept. 30, '73	4.63	601	50	Boston and Chelsea.....Mass.	110,000	110,000							100	100	100			J. & J.	1880	....
Sept. 30, '73	1.25	264	60	Boston & West Roxbury.Mass.	59,133	41,000							100	100	100			J. & D.	1882	....
Sept. 30, '73	13.98	1098	135	Broadway (Brooklyn).N.Y.	378,029	200,000	100,000	52,395	150,504	43,404	12	12	100	100	100			J. & D.	1884	....
Sept. 30, '73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.).N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264,449	6	6	100	100	100	600,000	7	J. & D.	1884	....
Sept. 30, '73	7.00	32	60	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000		65,908	30,566			100	100	100			J. & J.	1890	....
Sept. 30, '73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,900	2,000,000	800,000	90,000	1,496,294	306,196	14	14	100	100	100	80,000	7	J. & J.	1890	....
Sept. 30, '73	18.50	242	68	Brooklyn City & Newtown.N.Y.	815,273	300,000	400,000	32,353	197,186	66,122			100	100	100			J. & J.	1883	....
Sept. 30, '73	19.93	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229			100	100	100			J. & J.	1883	....
Sept. 30, '73	17.64	362	83	Buffalo street.....N.Y.	525,984	100,000	421,119	86,276	324,265	137,407			100	100	100			J. & D.	1879	....
Sept. 30, '73	11.13	142	26	Bushwick (Brooklyn).N.Y.	389,971	300,000	102,000		44,408				100	100	100			J. & D.	1879	....
Sept. 30, '73	29.19	980	127	Cambridge (Boston).Mass.	800,500	800,500	150,000		73,498	73,498	9	9	100	100	100			J. & J.	1883	....
Sept. 30, '73	1.70	22	4	Central City (Syracuse).N.Y.	29,473	21,130	6,000		20,164	14,074	12	12	100	100	100			J. & J.	1883	....
Sept. 30, '73	24.00	980	128	Cent. P. & E.R. (N.Y.C.).N.Y.	1,948,556	1,667,700	1,200,000	8,857	909,098	342,290			100	100	100			J. & J.	1883	....
Oct. 31, '73	9.00	208	49	Citizens' (Pittsburg).Pa.	270,671	184,000			184,298	78,365	16	16	50	50	50			M & N	1893	....
Oct. 31, '73	7.25	350	50	Citizens' (Phila.).Pa.	212,320	192,750		1,000	300,145	95,884	17 1/2	17 1/2	50	50	50			J. & J.	1889	....
Sept. 30, '73	20.40	240	24	Coney Island (Brooklyn).N.Y.	698,808		369,000	39,924	221,891	61,196			100	100	100			J. & J.	1889	....
Sept. 30, '73	10.70	980	127	Dry Dock, E.B. & B. (N.Y.C.).N.Y.	2,090,847	1,200,000	1,000,000		1,275,623	640,633	8	8	100	100	100			J. & J.	1891	....
Sept. 30, '73	3.50	12	2	Dunkirk and Fredonia.....Pa.	43,609	35,100			4,111	4,111			100	100	100			J. & J.	1891	....
Oct. 31, '73	1.62	14	3	Easton and S. Easton.....Pa.	25,962	29,562			10,946	8,320			25	25	25			F & A	1882	....
Sept. 30, '73	9.50	1002	120	Fourth Avenue (N.Y. City).N.Y.	1,683,574	1,000,000	203,000	66,200	798,040	149,584	12	12	100	100	100			M & N	1890	....
Oct. 31, '73	2.32	24	6	Elric City.....Pa.	36,997	19,807	20,000	2,341	13,287	2,184			50	50	50			J. & J.	1887	....
Oct. 31, '73	5.50	60	23	Federal St. & Pl. Val. (Phg.).Pa.	132,842	66,250	90,000		45,735	9,000			25	25	25			J. & J.	1887	....
Sept. 30, '73	2.60	18	6	Fifth Ward (Syracuse).N.Y.	44,766	29,355	10,000	2,150	13,699	1,672			100	100	100			J. & J.	1887	....
Sept. 30, '73	10.26	491	68	Frankford & Southwark (Ph.).Pa.	1,054,679	748,000	236,000	29,301	556,757	293,048	9	9	100	100	100			J. & D.	1886	....
Oct. 31, '73	17.04	389	56	Frankford & Southwark (Ph.).Pa.	844,171	498,200	290,500		412,325	91,138	10	10	50	50	50			J. & D.	1886	....
Sept. 30, '73	4.00	20	4	Genesee & Water St. (Syr.).N.Y.	67,017	42,500	14,200		31,688	19,095	5	5	100	100	100			J. & J.	1890	....
Oct. 31, '73	33.75	360	64	Germantown (Phila.).Pa.	502,270	307,545	350,000		405,614	97,884	6	6	50	50	50			J. & J.	1890	....
Sept. 30, '73	7.75	182	37	Gr'd st. & Newtown (Bk'n).N.Y.	310,443	170,000	90,000	12,378	107,824	22,093			100	100	100			J. & J.	1890	....
Sept. 30, '73	8.00	200	40	Gr'd St. Prop. Pk. & Flatb.N.Y.	437,011	200,000	200,000	37,028	80,086	1,016			100	100	100			J. & J.	1890	....
Oct. 31, '73	7.25	200	40	Green and Coates st. (Phila.).Pa.	241,441	150,000	100,000		180,268		4	4	50	50	50			A & O	1878	....
Oct. 31, '73	2.12	10	2	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185				25	25	25			A & O	1878	....
Sept. 30, '73	11.95	140	20	Harlem, Br. & M. & F'dham.N.Y.	287,302	29,100	135,000		89,000	18,391			100	100	100			A & O	1878	....
Oct. 31, '73	11.00	378	60	Hest. Mant. & F'mount (Ph.).Pa.	358,456	299,423	100,000	27,000	292,610	17,470	9	9	50	50	50			A & O	1878	....
Sept. 30, '73	6.25	92	26	Jamaica, Woodh'n & Bklyn.N.Y.	100,000	100,000			23,132	1,970			100	100	100			J. & J.	1881	....
Sept. 30, '73	3.25	33	9	Kingston and Ron-lout.....N.Y.	83,281	75,000			24,792	5,161	5	5	100	100	100			J. & J.	1877	....
Oct. 31, '73	5.01	117	20	Lombard and South st. (Ph.).Pa.	170,492	105,000	62,500		99,104	35,905	10	10	50	50	50			M & N	1891	....
Sept. 30, '73	4.4	50	12	Lowell Horse.....Mass.	81,794	80,000		3,500	34,127	2,597			100	100	100			J. & J.	1877	....
Sept. 30, '73	11.62	239	35	Lynn and Boston.....Mass.	277,581	200,500	50,000	43,697	164,270				100	100	100			J. & D.	1879	....
Sept. 30, '73	8.60	65	15	Malden and Melrose (B'tn).Mass.	60,246	165,500	75,000		2,240	819			100	100	100			J. & D.	1879	....
Sept. 30, '73	3.46	65	15	Medford & Charleat. (B'tn).Mass.	34,000	21,900	5,000		34,845	656	4	4	100	100	100			J. & D.	1879	....
Sept. 30, '73	5.26	65	15	Merrimack Valley.....Mass.	63,000	50,000			82,854	91,633	3	3	100	100	100			J. & J.	1878	....
Sept. 30, '73	46.29	1220	204	Metropolitan (Boston).Mass.	2,371,609	1,500,000	589,390	159,822	982,584	26,112			100	100	100			J. & J.	1881	....
Sept. 30, '73	16.24	285	53	Middlesex (Boston).Mass.	679,675	400,000	184,500		5,496	2,400	16	16	100	100	100			A & O	1897	....
Sept. 30, '73	1.76	4	2	Mohawk and Ilion.....N.Y.	17,500	15,000			61,602				100	100	100			A & O	1897	....
Sept. 30, '73	4.00	220	27	New York Elevated.....N.Y.	1,500,000	754,250		91,848	64,002				100	100	100			J. & J.	1891	....
Sept. 30, '73	6.10	220	27	Ninth Avenue (N.Y. City).N.Y.	999,109	797,320	207,000	13,648	95,704	3,762											

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.....	100	J. & J.	July '74 3d	Long Island.....	50	M. & S.	May '73 10c	Vermont and Mass.....	100	J. & O.	Apr. '74 1
Albany Valley.....	50	"	"	Louisv., Cin. and Lex..	50	J. & J.	July '69 3	Warren (N. J.).....	100	A. & D.	Dec. '73 3d
Atlanta and West Point..	100	J. & J.	July '73 4	" pref.100	50	J. & J.	Jan. '74 4d	Warwick Valley.....	100	A. & O.	Apr. '72 2d
Atlantic and Gulf.....	100	"	"	Louisville & Nashville..	100	F. & A.	Feb. '74 4	West Jersey.....	100	F. & A.	Feb. '74 4
" guar.100	78,470	M. & N.	Nov. '73 3d	Louisv., N. Alb. & Chi..	100	J. & D.	Dec. '70 3	Winchester & Potomac	100	J. & J.	July '74 3
Atlantic and St. Law....	100	M. & S.	Sept. '73 2	Lowell and Lawrence....	100	A. & O.	Apr. '74 3	Winchester & Strasburg	100	J. & J.	July '74 3d
" new 1870-100	1,500,000	"	"	Lykens Valley.....	20	F.M.A.N.	Feb. '73 2d	Worcester and Nashua..	75	J. & J.	July '74 3d
Avon, Genesee & M. T.*	100	A. & O.	Oct. '72 14	Macon and Western.....	100	"	"				
Baltimore and Ohio.....	100	M. & N.	May '74 5	Maine Central.....	100	"	"				
Washington Br. pref..	100	A. & O.	Apr. '74 5	Manchester and Law....	100	M. & N.	May '74 5				
Parkersburg Br. pref..	100	"	"	Marletta & Cincinnati..	50	"	"				
Berkshire.....	100	J. & J.	July '74 11	" " 1st pref. 50	50	M. & S.	Sep. '66 3d				
Blossburg & Corning.*	50	J. & D.	Dec. '72 2d	" " 2d pref. 50	50	M. & S.	Sep. '66 3d				
Boston and Albany.....	100	M. & N.	May '74 5	Massachusetts.....	100	F. & A.	Feb. '74 3				
Bos. and Fitchburg pref.	100	"	"	Memphis & Charleston*	25	J. & D.	Jan. '69 3				
Bos. Ag. Cultural Br. guar.	100	"	"	Michigan Central.....	100	J. & J.	Jan. '73 4e				
Bost., Conc. & Mont.* pref.	100	J. & N.	June '74 3	Mill Creek & Minehi.*	50	J. & J.	July '74 5				
Boston and Lowell.....	500	J. & J.	July '74 3d	Milwaukee and St. Paul..	100	J. & J.	Dec. '70 7e				
Boston and Maine.....	100	M. & N.	May '74 4	" pref.100	100	F. & A.	Feb. '73 3d				
Boston and Providence..	100	M. & N.	May '74 5	M. Hill & Schuyll. Hav.*	50	J. & J.	July '74 3d				
Buffalo, N. Y. and Erie..	100	F. & A.	Feb. '74 3d	Morris and Essex.....	50	J. & J.	July '74 3d				
Burlington and Mo. Riv..	100	M. & S.	Mar. '74 5	Nashua and Lowell.....	100	M. & N.	May '74 5				
" prof.100	1,485,900	M. & S.	Mar. '74 5	Naugatuck.....	100	F. & A.	Feb. '74 5				
Garden and Amboy.....	100	J. & J.	July '74 2d	Nesquehoning Valley.*	50	M. & S.	Mar. '74 5				
Garden and Atlantic....	50	"	"	Newark and N. York....	100	J. & J.	Jan. '74 3d				
" pref. 50	752,700	"	"	N. Bedford.....	100	M. & N.	May '74 4				
Cape Cod.....	50	J. & J.	Nov. '73 3d	N. Castle & Beaver Val.*	50	J. & J.	Apr. '74 2d				
Cape May and Millville.*	50	J. & D.	Dec. '73 3d	N. Haven & Northamp..	100	J. & J.	Sep. '73 2d				
Catawauqua & Fogelsv..	50	"	Nov. '71 6	New Jersey.....	100	J. & J.	July '74 2d				
Catalpa.....	50	"	"	New London Northern*	100	J. & J.	July '74 4				
" pref. 50	2,200,000	"	"	N. Y. Cen. & Hudson R..	100	A. & O.	Apr. '74 4				
Cayuga and Susq.....	50	M. & N.	July '74 3d	New York and Harlem..	100	J. & J.	July '74 4				
Oedar Rapids & Mo. R.*	100	M. & N.	Feb. '74 1d	" pref.100	100	J. & J.	July '74 4				
" pref.100	769,000	"	"	N. Y., N. H. & Harf..	100	J. & J.	July '74 5				
Central of Georgia.....	100	J. & J.	July '73 5	N. Y. Prov. & Coston..	100	J. & J.	July '74 2d				
Central of New Jersey..	100	J. & J.	July '74 2d	Nig. Bridge & Canaan*	100	J. & J.	July '74 3d				
Central Ohio.....	50	J. & D.	June '74 3	North Carolina.....	100	"	"				
" pref. 50	400,000	"	"	N. Eastern (N. C.) pref.	100	M. & N.	May '67 4				
Central Pacific.....	100	J. & D.	June '74 3	North Pennsylvania.....	50	J. & J.	Jan. '74 5d				
Chemung.....	100	"	Sept. '73 3	Northern Central.....	50	M. & N.	June '74 4				
Cheshire, preferred.....	100	J. & J.	Oct. '73 14	N. rihern N. Hampsh..	100	J. & D.	June '74 4				
Chicago and Alton.....	100	M. & S.	Mar. '74 5	Northern New Jersey.*	100	J. & J.	July '74 5				
" pref.100	2,425,400	M. & S.	Mar. '74 5	Norwich and Worcester*	100	J. & J.	July '74 5				
Chicago, Burl. & Quincy..	100	M. & S.	Mar. '74 5	Ogdensb. & L. Champl.*	100	J. & J.	July '74 4				
Blossburg, Iowa & Nebras.*	100	J. & J.	July '74 4	" pref.100	100	A. & O.	Apr. '74 4				
Chicago & N. Western....	100	J. & D.	Dec. '73 3d	Ole and Mississippi.....	100	J. & D.	Dec. '72 3d				
" pref.100	21,434,113	J. & J.									

NATIONAL AND STATE SECURITIES.

National Securities July 1, 1874.	Amounts outstanding.	Interest.		WHEN PAYABLE.	Market Price.		Amounts outstanding.	Interest.		WHEN PAYABLE.	Market Price.
		Rate.	Payable.					Rate.	Payable.		
Loan of June 14, 1858.....registered coupon	\$260,000	5	Jan. & July.	1874	117 1/2	Massachusetts—(\$30,712,882):	706,000	5	Various.	'72-'80	100
Loan of February 8, 1861.....registered coupon	13,768,000	5	"	"	117 1/2	.. State (public works) scrip, '72	364,000	6	June & Dec.	'72-'77	100
Oregon War Bonds of March 2, 1861.....coupon	4,647,000	6	Jan. & July.	1880	116	.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	100
Loan of July 17, and Aug. 5, 1861.....registered coupon	125,786,400	6	Jan. & July.	1881	116	.. Union Fund Loan, 1862.....	600,000	5	"	'77-'78	94 1/2
Loan of Feb. 25, 1862 (5-20s).....registered coupon	16,641,400	6	Jan. & July.	1881	116	.. Coast Defense Loan, 1863.....	888,000	5	"	1883	91 1/2
Loan of March 3, 1862.....registered coupon	151,013,300	6	Jan. & July.	1881	117 1/2	.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99 1/2
Loan of March 3, 1864 (5-20s).....registered coupon	946,600	6	May & Nov.	1882	113 1/2	.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	"	1894	100
Loan of June 30, 1864 (5-20s).....registered coupon	25,027,550	6	May & Nov.	1882	112 1/2	.. War Loan (5-20) cur. 1866.....	2,561,500	5	Mar. & Sept.	1886	100 1/2
Loan of March 3, 1865 (5-20s).....registered coupon	33,729,600	6	Jan. & July.	1881	116	.. R. R. & Hoosac T. bonds, £1,443,700 stg.....	7,175,451	5	April & Oct.	'88-'93	100 1/2
.. 2d series (5-20s).....registered coupon	118,801,850	6	Jan. & July.	1881	117 1/2	.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	"	'90-'93	92 1/2
.. 3d series (5-20s).....registered coupon	145,778,650	6	Jan. & July.	1881	117 1/2	.. Loan (B. H. & Erie R. R.) £743,000 stg.....	3,599,024	5	Jan. & July.	1900	100
.. 4th series (5-20s).....registered coupon	87,822,550	6	Jan. & July.	1881	117 1/2	Michigan—(\$2,332,293):					
.. (5-20s).....registered coupon	122,801,850	6	Jan. & July.	1881	117 1/2	.. Canal Bonds, 1859.....	81,000	6	Jan. & July.	1879	100
.. (5-20s).....registered coupon	13,926,600	6	Jan. & July.	1881	117 1/2	.. \$2,000,000 Loan Bonds, 1863.....	445,000	6	"	1873	100
.. (5-20s).....registered coupon	23,537,500	6	Jan. & July.	1881	117 1/2	.. \$2,000,000 Loan Bonds, 1863.....	431,000	6	"	1878	97
.. (5-20s).....registered coupon	141,214,200	6	Jan. & July.	1881	117 1/2	.. \$2,000,000 Loan Bonds, 1863.....	718,000	6	"	1883	100
.. (5-20s).....registered coupon	53,353,100	6	Jan. & July.	1881	117 1/2	.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	91
.. (5-20s).....registered coupon	178,472,450	6	Jan. & July.	1881	117 1/2	.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	Minnesota—(\$350,000):					
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. State Bonds, 1862.....	100,000	7	May & Nov.	1872	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Railroad Bonds (suspended) 1868.....	2,276,000	6	June & Dec.	1883	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	Missouri—(\$17,669,000):					
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	97 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Railroad Loans Bonds, 1854-'66.....	1,599,000	6	"	'87-'88	97 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. S. W. Br. of Pacific R. R. bonds, guar.....	1,496,000	7	"	'74-'90	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. State Bonds, funding, 1867-'68.....	2,727,000	6	"	'70-'91	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	Nevada—(\$600,000):					
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'87	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	New Hampshire—(\$2,405,400):					
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	84-'89	97 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. War Loan Bonds, Oct. 1, 1866.....	760,000	6	April & Oct.	'72-'74	98 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	New Jersey—(\$2,896,200):					
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. War Loan Bonds, 1863, tax free.....	1,002,000	6	"	'86-'96	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. War Loan Bonds, 1864, tax free.....	581,400	6	"	'97-'02	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	New York—(\$38,121,600):					
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. General Fund Stock.....	900,000	5	J. A. J. & O.	1876	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. General Fund Stock.....	800,000	6	"	1878	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. General Fund Stock.....	348,107	6	"	pleas.	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. General Fund Stock.....	1,189,780	6	"	pleas.	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Canal Stock.....	1,100,420	5	"	1874	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Canal Stock.....	7,408,000	5	"	'72-'78	107 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Canal Stock.....	2,672,000	5	"	'74-'76	106
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Canal Stock.....	890,000	5	"	1877	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Bounty Loan Bonds, 1867, registered.....	10,675,000	7	Jan. & July.	1877	107 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Bounty Loan Bonds, 1867, coupon.....	1,372,000	6	"	1877	109 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	North Carolina—(\$3,900,045):					
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. State (old) Bonds 1848 to 1860.....	3,639,900	6	April & Oct.	'72-'92	28
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. State (new) Bonds, 1867 to 1870.....	3,008,045	6	Jan. & July.	'92-'98	21
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. State (new) Bonds, 1867 to 1870.....	1,833,000	6	April & Oct.	'92-'98	21
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	20 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Funding (Interest) Bonds, 1868.....	1,821,400	6	April & Oct.	1878	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Special Tax Bonds.....	11,407,000	6	"	'98-'99	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	Ohio—(\$9,022,721):					
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Loan of 1860 Bonds, skg fd.....	882,894	6	Jan. & July.	1870	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Loan of 1860 Bonds, skg fd.....	1,000,000	6	"	1875	99
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Loan of 1860 Bonds, skg fd.....	1,495,300	6	"	1881	102
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Loan of 1860 Bonds, skg fd.....	2,400,000	6	"	1886	103
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	Oregon—(\$290,527):					
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Willamette Canal & Lock Bonds of 1870.....	200,000	7	"	1890	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Loan of Feb. 1867 (5-10s).....	3,785,550	5	"	'72-'77	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Loan of Feb. 1867 (5-10s).....	90,400	5	"	'77-'82	107 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Loan of Feb. 1867 (5-10s).....	7,890,550	5	"	'77-'82	107 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Loan of Feb. 1867 (15-25s).....	723,850	5	"	'82-'92	113 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Loan of Feb. 1867 (15-25s).....	9,271,850	5	"	'82-'92	113 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Inclined Plane Loan, of April 1869.....	400,000	6	April & Oct.	1879	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. State Stocks (old).....	1,997,050	6	"	'77-'78	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. State Stocks (old).....	1,997,050	6	Jan. & July.	1882	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	Rhode Island—(\$2,770,000):					
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. of Jan. 1863.....	200,000	6	April & Oct.	1893	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. of June 1863.....	602,000	6	Jan. & July.	1893	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. of May 1864.....	829,000	6	Feb. & Aug.	1894	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	South Carolina—(\$15,857,327):					
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. State House, Stock and Bonds '63-'66.....	1,233,188	6	Jan. & July.	'71-'90	79
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1889	19 1/2
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Funding Stocks & Bonds '66-'68.....	2,262,714	6	Jan. & July.	'87-'97	20
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Funding Stocks and Bonds.....	899,000	6	"	1888	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Blue Ridge R. R. Bonds 1854.....	970,000	6	"	'74-'78	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Conversion Bonds 1869.....	7,371,700	6	"	1888	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2	.. Conversion Bonds 1869.....	500,000	6	April & Oct.	1899	100
.. (5-20s).....registered coupon	137,328,300	6	Jan. & July.	1881	117 1/2						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Gatax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	88
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,600,000	7	Jan. & July.	New York.	1888	102	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	101	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92*	1st Mortgage coin or sig skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	54
Albany Loan.....	1,000,000	6	" "	Albany.	1895	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	98*
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1892	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	98*
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1895	84	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	97*
Special Mortgage to Penn.....	3,500,000	6	" "	Harrisburg.	....	87*	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	98*
Andrews and Fredericksburg:							Stock (common) Bonds.....	1,877,940	8	" "	" "	1889	....
1st Mortgage.....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,557,971	8	Jan. & July.	Boston.	1894	99*
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	Burlington and Southwestern:						
Atchafalpa and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	50
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	43*	Cairo and Fulton (Arkansas):						
Atchafalpa, Topeka and Santa Fe:							1st Mort. (R.R. & lands) S. C. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	....	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	64	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1884.....	500,000	7	April & Oct.	Camden.	1879	90
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....	1st Mort. (skg f'd) for \$2,750,000..	....	7	" "	New York.	....	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg f'd) for \$9,000,000	8,700,000	7*	Jan. & July.	N. Y. L. & F.	1906	54*
1st Mort. (gold) for \$5,000,000..	....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C.B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000..	....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	106*
Atlantic and Pacific:							Chattel Mortgage.....	158,350	5	" "	" "	'80-'89	61
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. & R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota:						
1st Mortgage (sterling) of 1853..	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
2d Mortgage (sterling) of 1864..	1,499,960	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line)....	1,377,900	7	Jan. & July.	" "	1907	52*
3d Mortgage (sterling) of 1871..	712,932	6*	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	88
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	87*
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	35*
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1856 '75.....	857,250	6	Jan. & July.	Baltimore.	1875	100*	1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1885	....
Loan of 1856-'80.....	579,500	6	" "	" "	1880	101*	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Loan of 1858-'55.....	1,710,500	6	April & Oct.	" "	1885	101	Central of Georgia:						
Loan of 1856-'90 (Balt.) skg f'd..	3,461,146	6	Jan. & July.	" "	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870-'95 (skg. skg fund.)	3,620,320	6	March & Sept.	London.	1895	....	Central of Iowa:						
Loan of 1872-1902 (skg. S. F.)	4,498,016	6	" "	" "	1902	....	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	46
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1886	92	2d Mortgage, gold, \$4,000 p. m..	812,000	7*	April & Oct.	" "	1901	....
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	150
1st Mortgage (R. R.) gold guar....	3,500,000	6*	April & Oct.	" "	1911	....	Convertible bonds of 1872.....	3,612,700	7	" "	" "	1902	102*
Bangor and Piscataquis:							2d Mortgage for \$5,000,000..	5,000,000	7	Feb. & Aug.	" "	1890	107
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	91*
1st Mort. guar. by B. & F. M. R. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	89
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	102
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
Bellefonte and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90*	1st Mort. (S. Fr. Okla. & Ala.)..	500,000	6*	" "	San Francisco	1890	....
Beloit and Madison (C. & N. W.):							1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
1st Mortgage.....	833,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (A. Co. and)	499,500	6	March & Sept.	Princeton.	1885	83	Funded interest on 1st Mort....	157,400	7	" "	" "	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	84	Charlotte, Columbia & Augusta:						
Blue Ridge (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chartiers:						
Boston and Albany:							1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Current bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	79							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,900,000 skg fund	\$.....	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	"	77 1/2
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	6 1/2
1st Mortgage, pref. sinking fund.	250,000	7	May & Nov.	New York.	1877	100	1st Mort. (San, Day & Cin.) S.F.	588,000	6	Feb. & Aug.	Boston.	1900	75 1/2
2d Mortgage Income.....	2,400,000	7	Jan. & July.	"	1893	107	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	"	1877
1st Mortgage.....	1,100,000	7	April & Oct.	"	1883	98	Cincinnati and Springfield:						
1st Mort. (St.L.J. & C.) assumed	564,000	7	"	"	1894	90	1st Mortgage for \$2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort.(Ind.Div.) for \$6,000,000	.....	7	"	New York.	1901	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	110	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	"	"	1888	....	1st Mortgage for \$16,000 p. m....	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	"	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold...	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	100
Loan of 1872.....	6,953,225	7	Jan. & July.	Boston.	1896	97	1st Mort. (C. C. and C. R. R.)..	272,000	7	June & Dec.	"	"	73 1/2
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	"	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	"	"	1895
1st Mort. (Peo. & Han.) guar.....	600,000	8	"	"	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Kook. & St. Paul) guar.	1,000,000	8	April & Oct.	"	1879	98 1/2	1st Mortgage 1883.....	650,000	7	Feb. & Aug.	New York.	1878	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	"	1889	97 1/2	3d Mortgage (sinking fund) 1886	487,900	8	March & Sept.	"	"	1876
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	"	1879	98 1/2	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	"	"	1873
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	"	1890	99 1/2	Clev., Mt. Vernon and Delaware:						
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	"	"	1900	98	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	"	1890	99	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	"	"	1875
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	"	"	1892
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	628,000	7	May & Nov.	"	"	1900
Chicago, Danville and Vincennes:							Colerbrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	20	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	"	"	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund...	15,344,750	7	April & Oct.	New York.	1908	101
1st Mortgage for \$19,000 p. m....	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund...	3,679,900	7	Feb. & Aug.	"	"	1909
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	92 1/2	1st M.(assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	93 1/2	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	390,000	7	Jan. & July.	"	"	1880
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	"	"	1891
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	104	Columbus and Xenia:						
Funded coupons (193 m.).....	790,000	7	May & Nov.	"	1883	96	1st Mortgage, guar. by Pa. Co...	302,000	8	March & Sept.	New York.	1870	....
General 1st Mortgage (193 m.)...	3,588,000	7	Feb. & Aug.	"	1885	100	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	"	"	1885	89	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	96
Green Bay Ext. (26m & 76,000 ac.)	284,000	7	"	"	1885	89	Notes payable, conv. at par.....	694,000	7	"	"	"	1876
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	"	1874	....	1st Mort. (Massawippi) guar. gold	400,000	6 1/2	Jan. & July.	"	"	1889
1st Mort. (Gal. & Chic. 248 m.)...	1,775,000	7	Feb. & Aug.	"	1892	103	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)...	938,000	7	May & Nov.	"	1875	99 1/2	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	"	1884	....	Connecticut Valley:						
Elgin & State Line (")	129,500	7	"	"	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	"	1898	95	Connecticut Western:						
Consol. skg fund (C. & N.W. R'y)	3,105,000	7	F. M. A. & N.	"	1915	86	1st Mortgage for \$2,500,000.....	5,008,500	7	Jan. & July.	Hartford.	1890	....
Consol. gold bonds for \$48,000,000	4,584,000	7*	June & Dec.	"	1902	77	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold...	3,150,000	7*	May & Nov.	"	1911	....	1st Mort. ABCD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,234.	84 1/2
1st Mort. (Menominee Ext.) gold...	2,700,000	7*	June & Dec.	"	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	589,000	7	May & Nov.	"	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1859	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	"	1874	....	Cowanogue Valley:						
3d Mort. (") guar.....	9,500	7	June & Dec.	"	1898	92	1st Mortgage gold.....	160,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	"	1898	....	Cumberl'd & Penn. (Consol. Conl):						
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	"	"	1888	....	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-L.:							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	"	"	1888
1st Mort. (skg f'd gold \$25,000pm)	.....	7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '89, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	39	2d Mortgage.....	109,500	8	"	"	"	1908
1st Mort. of Nov. 1, '71, \$16,000pm	.....	8	March & Sept.	"	1891	....	Plain bonds.....	81,900	6	Jan. & July.	"	"	1884
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:						
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870....	200,000	7	"	"	"	1890
1st Mortgage \$26,000 p. m. gold...	.....	7*	"	Boston.	1901	....	Danv. Hazleton & Wilkesbarre:						
Chi. Pekin & Southw'm (C.B. & Q.)							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	58
1st Mortgage for \$10,000per mile	.....	8	Feb. & Aug.	New York.	1901	100	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C. H. & D.):						
1st Mort. skg fund (C. R.I. & Pac.)	8,600,000	7	"	"	1896	102 1/2	1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
Chi. & Southw'm (C. R.I. & Pac.):							2d Mortgage, guar.....	445,000	7	March & Sept.	"	"	1887
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....	3d Mortgage, guar.....	361,000	7	April & Oct.	"	"	1888
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	"	1901	....	Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	"	81-'94
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg f'd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879</

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Ecl River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$1,170,000	8	Jan. & July.	New York.	1891	...	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	90
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79 1/2	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	...
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	...	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	103
1st Mortgage (consolidation).....	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.....	948,000	7	May & Nov.	"	1875	99 1/2
Detroit and Milwaukee:							Elgin and State Line Purchase.....	125,000	6	Jan. & July.	"	1878	...
1st Mortgage, (D. & M.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	...	Mississippi Bridge.....	200,000	7	"	"	1884	...
2d Mortgage (").....	1,000,000	8	"	"	1875	...	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	...	Company bonds (debentures).....	681,000	7	Jan. & July.	Augusta	1872-86	...
2d Funded Coup. (").....	375,734	7	"	"	1875	...	Gilman, Clinton & Springfield:						
Unkl. & Ottawa R. R. stg. bonds	150,567	6*	May & Nov.	London.	1873	...	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	...
Detr. & Pontiac R. R. bonds.....	250,000	7	"	New York.	1878	...	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	...
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	"	1886	...	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.S.H. & M.S.)							1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	...
1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1870	80	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	...
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	94	1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	...
Dubuque Southwestern:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	...	1st Mort., assumed by Lessees.....	1,500,000	8	Jan. & July.	New York.	1886	...
2d Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	...	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	96 1/2
Dunkirk, Warren and Pittsburgh:							Grand Trunk (Can.):						
1st Mortgage gold tax free.....	1,100,000	7*	June & Dec.	New York.	1900	...	Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	...	...
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,500	1,300,000	6*	"	"	...	...
1st Mortgage Jan. 1, 1885.....	1,500,000	7	Jan. & July.	New York.	1908	...	Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	...	...
East Alabama and Cincinnati:							1st Preference Bonds \$2,838,335.	14,191,675	5*	Jan. & July.	"	...	...
1st Mort. end \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	...	2d Preference Bonds \$1,655,765.	8,428,825	4*	"	"	...	...
East Brandywine & Waynesburg:							Provincial Debentures \$3,111,500	15,557,500	.....	.....	Ottawa.	...	...
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	...	Great Western of Canada:						
2d Mortgage.....	35,000	8	"	"	1873	...	Perpetual Debentures Stock.....	227,273	5	Jan. & July.	London.	perp.	...
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds.....	1,384,117	4	"	"	1872-73	...
1st Mortgage, guaranteed.....	405,000	7	March & Sept.	Philadelphia.	1888	101 1/2	Common (") Bonds.....	2,993,973	6	May & Nov.	"	1873-76	...
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds.....	2,662,067	5 1/2	April & Oct.	"	1877-78	...
1st Mortgage.....	870,000	6	Jan. & July.	New York.	1876-86	...	Common (") Bonds.....	4,867	5	"	"	1881	...
East Tenn. & Vir. (E.T.V. & Ga.):							Common (") Bonds.....	3,660,000	6	June & Dec.	"	1890	...
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	...	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	1881-86	60
1st Mort., skg fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	90	1st Mortgage not guaranteed.....	375,768	7	"	"	1881-86	...
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1882.....	383,000	6*	Jan. & July.	London.	1873	...	1st Mortgage.....	130,000	7	May & Nov.	New York.	1899	...
Loan of 1864-74.....	750,000	6	Feb. & Aug.	Boston.	1874	99	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1873	94	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	...
Loan of 1865-75.....	160,000	6	April & Oct.	"	1885	...	Hannibal and Naples (T.W. & W.):						
Loan of 1868-78.....	500,000	6	March & Sept.	"	1888	91	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	80
Loan of 1869-79.....	1,000,000	6	May & Nov.	"	1889	90	2d Mortgage.....	125,000	7	Jan. & July.	"	1890	...
Loan of 1872-82.....	1,500,000	7	March & Sept.	"	1882	93 1/2	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	75
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	...	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	...
2d Mortgage.....	180,000	6	April & Oct.	"	1886	...	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1871-77	92 1/2
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...	Missouri State Loan.....	1,500,000	6	"	"	1877-88	92
Elmira and Williamsport (N.Cen.):							Six years Mortgage bonds (222m)	5,000	10	"	"	1872	...
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	99	Five years notes (277 m.).....	139,308	8	Various.	"	1874	...
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	60	Fifteen years bonds (277 m.).....	3,476,000	8	March & Sept.	"	1885	70
Erie Railway:							1st Mort. (Q. & Palm R.R. 15 m)	100,000	8	Feb. & Aug.	"	1892	...
1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897	103	1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	99 1/2
2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	100 1/2	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	...
3d Mortgage.....	4,582,000	7	"	"	1883	99	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	...
4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	96 1/2	Harlem Extension:						
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	94	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	...
Buffalo Branch, 1st mortgage.....	182,000	7	Jan. & July.	"	1891	...	Harrisburg & Lancaster:						
Sterling Loan (\$1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	102
Consol. Mort. for \$30,000,000, g'd	12,076,000	7*	"	N.Y. & London.	1920	...	Hartford and New Haven:						
Convertible bonds.....	8,000,000	7	.....	.....	.....	...	1st Mortgage.....	680,000	6	Jan. & July.	Hartford.	1873	...
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	...	1st Mort. (R. L. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	...
Erie and Pittsburgh (Penn.):							1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	"	Hartford.	1876	...
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	...	Holly, Wayne & Monroe (F&P.M.):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	...	1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	...
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	...	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	...	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	...
European & N. American (Mc.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894	...	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	...
1st L.M. & 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	...
Evansville and Crawfordsville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	...
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	...	Houston and Texas Central:						
1st Mortgage " ".....	150,000	7	March & Sept.	"	1889	...	1st Mortgage L.G. skg fund, gold.	6,620,000	7*	Jan. & July.	New York.	1891	...
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	...	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	...
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	...	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	105 1/2
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1875	104
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	...	Hudson Connecting (N.Y. & O.Mid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	...
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	...	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	103 1/2
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	...	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	96 1/2
"													

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,559,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,600,000	7	April & Oct.	New York.	1879	....
1st Mortgage (I. C. & L.F.) of 1887	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870..	4,250,000	7	J. A. J. & O.	"	1890	97
1st Mortgage (") of 1869	1,666,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870.....	1,209,000	7	Jan. & July.	"	1890	98
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.....	5,205,000	7	April & Oct.	"	1882	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '99	1,498,000	7	"	"	1899	96
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	....	Sunbury July 1, 1864.....	500,000	7	Jan. & July.	"	1874	....
1st Mortgage.....	2,000,000	7	April & Oct.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	"	1880	100
2d Mortgage.....	1,000,000	7	"	"	1900	....	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	96
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	....	Skg Fund July 1, 1855 C. & Tol.	1,695,000	7	Jan. & July.	"	1886	104
Iowa Eastern:							Mort. April 1, 1866	860,000	7	April & Oct.	"	1886	97
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1885	108
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct. 31, 1887	2,692,000	7	"	"	1877	100
1st Mortgage guaranteed.....	2,980,000	7	April & Oct.	New York.	1917	81	Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	"	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862	200,000	7	Jan. & July.	"	1882	98
1st Mort. \$10,000 guar.....	.....	8	Feb. & Aug.	New York.	1900	91	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	....
Ironton (Penna.):							Mort. April 1, 1868	3,000,000	7	April & Oct.	"	1898	97
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1859 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	99
1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	100	1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	8	Jan. & July.	"	1870	90
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1880	99	1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	"	"	1887	....
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st M. July 1, '69 (Kal. Ail. & Gr.R.)	840,000	7	"	"	1888	96
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	97	1st Mort. July 1, 1863 (J. & Frank.)	468,000	7	"	"	var	....
Jacksonville, Pensac. and Mobile:							2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	....
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	Lawrence (P. Ft. W. & Chl.):						
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	1st Mortgage guaranteed.....	600,000	7	April & Oct.	Philadelphia	1895	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	Leavenworth, Lawr. & N. West'n:						
Jefferson (Erie):							1st Mort. guar. by Pac. of Mo.:	355,000	7	Feb. & Aug.	New York.	1899	....
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	Leav'n, Lawrence & Galveston:						
2d Mort. (").....	84,000	7	"	"	1889	....	1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	65
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (old loan).....	.....	6	May & Nov.	Philadelphia.	1873	....
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	1st Mortgage (new loan) tax free	2,540,000	6	June & Dec.	"	1898	100
1st Mortgage (Ind. & Mad.) guar.	597,000	7	May & Nov.	"	1882	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	106
2d Mortgage (Jeffersonville, R.)	345,000	7	April & Oct.	"	1873	....	Lexington & St. Louis (P. of Mo.):						
Joliet and Chicago (C. & Alton):							1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1892	108	Little Miami:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
Junction (Cin. & Indianapolis):							Little Rock and Fort Smith:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
2d Mortgage.....	793,000	7	March & Sept.	"	1893	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	"	1884	....	Little Schuylkill (Phila. & Rdg.):						
Junction, Philadelphia:							1st Mortgage guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	102
1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Logansport, Crawf. & S'wain Ind.						
2d Mortgage not guaranteed.....	500,000	6	April & Oct.	"	1900	87	1st Mortgage gold.....	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Junction and Breakwater:							Long Br. and Sea Shore (N.J. So.):						
1st Mort. guar. by Delaware.....	400,000	8	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1899	....
Kalamazoo, Allegan & Gr. Rapids:							Long Dock (Erie):						
1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95	1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	98
Kalamazoo and Schoolcraft:							Long Island:						
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	90
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
1st Mortgage guar. by lessees.....	640,000	8	May & Nov.	Boston.	1889	100	1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
Kalamazoo & White Pigeon:							General Mortgage.....	775,000	7	"	"	1899	....
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	90	Louisville & Miss. Riv. (Ch. & Al):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
1st Mort. (C. R. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	Louisville, Cin. and Lexington:						
2d Mort. (").....	150,000	10	"	"	1878	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (St. Jo. & C.B. 78 m. v. l. r.)	1,400,000	10	March & Sept.	"	1892	....	2d Mortgage for \$1,000,000.....	345,000	8	April & O.	"	1900	....
2d Mort. (").....	539,500	8	June & Dec.	"	1874	....	Louisville and Nashville:						
1st Mort. (Mo. Valley 130 m.).	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	73-76	91
1st Mort. (").....	1,000,000	7*	"	"	1893	....	1st Mortgage (Memp Br. 46.37 m.)	139,000	7	May & Nov.	"	72-75	....
Consolidated Mort. (260 m. conv.)	687,000	8	March & Sept.	"	1892	1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	"	"	80-82
Kansas City & Santa Fe (L.L. & G.):							Consol. M. for \$5,000,000 (392 m.)	6,647,000	7	April & Oct.	"</		

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			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$250,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)	2,100,000	7	Jan. & July.	New York.	1900	89
Massillon & Cleve. (C. M. V. & D.)	100,000	7*	Jan. & July.	New York.	1890	....	1st Mortgage sinking fund, guar.	500,000	6*	April & Oct.	Nashville.	1887	....
1st Mortgage guaranteed, gold..	500,000	7	Jan. & July.	New York.	1890	....	2d Mortgage gold	112,500	7	Jan. & July.	Bridgeport.	1876	....
Mayville and Lexington:	500,000	7	Jan. & July.	New York.	1890	....	Naugatuck:	112,500	7	Jan. & July.	Bridgeport.	1876	....
1st Mortgage.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage.....	600,000	7	Jan. & July.	New York.	1891	....
Memphis and Charleston:	1,000,000	7	Jan. & July.	"	1883	....	Newark & New York (Cen. N. J.)	500,000	7	Jan. & July.	New York.	1891	....
1st Mortgage, Convertible.....	1,300,000	8	May & Nov.	New York.	1890	....	1st Mortgage guar.....	500,000	7*	May & Nov.	New York.	1889	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitville:	972,000	6*	May & Nov.	London.	1887	....
Memphis and Little Rock:	1,300,000	8	May & Nov.	New York.	1890	....	1st Mortgage gold.....	1,000,000	7	Jan. & July.	New York.	1891	....
1st Mortgage.....	1,300,000	8	Jan. & July.	Boston.	1890	101 1/2	New Brunswick and Canada:	400,000	6	April & Oct.	"	1880	....
Nichigan Air Line:	350,000	8	April & Oct.	New York.	1882	....	1st Mortgage, Sterling £200,000..	2,000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
1st Mortgage (E. Div.) \$15,000 p.m.	2,179,000	8	"	"	1882	111 1/2	Newburg & New York (Erie):	1,000,000	7	Jan. & July.	"	1880	....
Michigan Central:	7,000,000	7	Jan. & July.	"	1902	96 1/2	1st Mortgage for \$500,000.....	1,000,000	7	Jan. & July.	"	1891	....
1st Mortgage, sinking fund conv.	1,900,000	8	May & Nov.	"	1890	102 1/2	New H. Middle'n & Williman:	400,000	6	April & Oct.	"	1880	....
Trust Mortgage for \$10,000,000..	1,000,000	8	"	"	1886	....	1st Mortgage (coup. & reg.).....	2,000,000	7	Jan. & July.	"	1891	....
1st Mort. (M. Air L. W. D.) Jass'd	600,000	8	March & Sept.	"	1879	95 1/2	New Haven & Northampton:	1,000,000	7	Jan. & July.	"	1890	....
1st Mort. (Gr. Riv. Valley) guar.	640,000	8	May & Nov.	"	1889	100	Convertible.....	1,000,000	7	Jan. & July.	"	1890	....
2d Mort. (") guar.....	70,000	8	"	"	1880	....	Holyoke and Westfield bonds..	1,000,000	7	Jan. & July.	"	1890	....
1st Mort. (Kal. & So. Hav.) J. f. guar	800,000	8	"	"	1889	....	New Jersey Sea United Compan's	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mort. (") guar.....	225,000	7	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):	1,500,000	7	"	"	1881	....
Michigan Lake Shore:	1,143,667	8*	"	"	1889	....	1st Mortgage gold, guar.....	2,000,000	7	May & Nov.	New York.	1899	81
1st Mortgage.....	1,100,000	7*	"	"	1889	....	2d Mortgage currency.....	120,000	7	March & Sept.	"	1888	....
Middletown, Unionv. & W. Gap (E)	225,000	7	"	"	1889	....	New Jersey Southern:	750,000	7	April & Oct.	"	1881	....
1st Mortgage tax free.....	1,143,667	8*	"	"	1889	....	1st Mortgage (Tom's Riv. Br.)..	1,000,000	7	Jan. & July.	New York.	1900	....
Midland of Canada:	1,100,000	7*	"	"	1889	....	Income Mortgage.....	1,000,000	7	Jan. & July.	"	1890	....
1st Mortgage sterling £235,000..	1,100,000	7*	"	"	1889	....	New Jersey West Line:	1,000,000	7*	May & Nov.	New York.	1900	....
Midland Pacific:	1,100,000	7*	"	"	1889	....	1st Mort. gold, for \$3,000,000..	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage gold, tax free.....	1,100,000	7*	"	"	1889	....	New London Northern (Vt. Con.):	200,000	6	Jan. & July.	"	1888	....
Milwaukee and St. Paul:	5,514,000	7	"	"	1893	92	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage.....	1,191,000	7	"	"	1884	80	N. Orleans, Jackson & Gt. North:	2,000,000	8	April & Oct.	"	1890	....
2d Mortgage.....	791,500	8	"	"	1874	....	1st Mortgage 1860, for \$3,000,000.	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (E. Div. Palmer).....	3,805,000	7	"	"	1897	78	Income Mortgage, 1870 gold..	1,500,000	8*	Jan. & July.	"	1890	....
1st Mort. (Iowa and Minn.).....	192,000	7	"	"	1870	90	N. Orleans Extension, 1870, go'd	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mortgage (Minn. Cent.).....	1,008,000	7	"	"	1870	82	1st M. (N. O. T. 227 m) skg fd....	2,825,000	7	"	N. Y. or Lond.	1915	....
1st Mortgage (Iowa & Dak.).....	3,674,000	8	"	"	1868	107 1/2	2d M. (") gold skg fd.....	2,825,000	8	"	"	1915	....
1st Mortgage (P. du Chien).....	1,315,000	7.5	"	"	1898	91 1/2	2d Mortgage, endorsed by La..	2,825,000	8	"	"	1915	....
2d Mortgage (P. du Chien).....	233,500	7	"	"	1873	....	New York and Boston:	2,825,000	8	"	"	1915	....
Milwaukee City Loan.....	234,000	7	"	"	1861	....	1st Mortgage gold, for \$3,000,000	2,825,000	8	"	"	1915	....
1st Mort. (Milw. & Wm.).....	148,500	7	"	"	1861	....	New York Central & Hudson R.:	5,036,626	8	May & Nov.	N. Y. & N. O.	1889	....
Real Estate Purchase.....	148,500	7	"	"	1861	....	Dalt. Certif. (N. Y. Central).....	1,514,000	7	Feb. & Aug.	"	1876	102
Milw. Manitowoc & Green Bay:	148,500	7	"	"	1861	....	Bonds for debt ass'd (N. Y. Cen.)	76,000	6	May & Nov.	"	1883	59
1st Mortgage for \$2,500,000.....	148,500	7	"	"	1861	....	Bonds for R. & N. S. L. (")	692,000	6	"	"	1883	88
Milwaukee and Northern:	148,500	7	"	"	1861	....	Bonds for real estate (")	162,000	6	"	"	1883	88
1st Mortgage for \$15,000 p.m.....	148,500	7	"	"	1861	....	Bonds of 1854 renewed (")	2,900,000	6	June & Dec.	"	1887	93
Mineral Point:	320,000	10	"	"	1890	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage, Dec. 21, 1868.....	400,000	8*	"	"	1911	....	2d Mort. (") J. F.	1,894,000	7	June & Dec.	"	1886	....
1st Mortgage gold, guaranteed.....	700,000	7*	"	"	1911	....	3d Mort. (") J. F.	150,000	7	May & Nov.	"	1875	....
1st Mortgage & St. L. (L. Sup. & M.)	700,000	7*	"	"	1911	....	Bonds of '71, tax free (N.Y. & C.H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage gold, guaranteed.....	20,000 p.m.	7*	"	"	1895	....	Consol. Mort. for \$10,000,000..	3,000,000	7	"	"	1902	103 1/2
1st Mort. gold, skg fd & tax free	1,354,000	7	"	"	1875	....	New York and Harlem:	1,754,000	6	Feb. & Aug.	New York.	1873	....
Mississippi Central:	2,000,000	7	"	"	1875	....	1st Mortgage of 1853.....	1,118,500	6	Jan. & July.	"	1881	....
1st Mortgage.....	1,860,000	7*	"	"	1899	19 1/2	Consolidated mortgage of 1863..	108,000	7	"	"	1873	....
2d Mortgage.....	1,080,000	7*	"	"	1901	....	Sinking Fund mortgage of 1861.	161,000	7	"	"	1873	....
General Mort. for \$8,000,000 gold	1,550,000	7	"	"	1910	....	Bonds of 1855, unsecured.....	161,000	7	"	"	1873	....
Mississippi, Ouachita & Red Riv.:	4,250,000	7*	"	"	1899	....	N. York, Housatonic & Northern:	1,059,500	7	Feb. & Aug.	New York.	1889	....
1st Mortgage gold.....	2,000,000	7*	"	"	1904	....	1st Mortgage for \$500,000.....	1,059,500	7	April & Oct.	New York.	1875	100 1/2
2d Mortgage.....	2,250,000	7*	"	"	1904	New York and New Haven:	8,000,000	7	Jan. & July.	New York.	1889

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Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold.....	50,000pm	7.3	Jan. & July.	New York.	1900	31	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	90
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)...	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)...	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston	1878	93	2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	93	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,138,900	6	Jan. & July.	Philadelphia.	1893	79 1/2
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	92	Mortgage Loan of 1857, conv.....	86,500	6	"	"	1898	....
Consolidated 1st Mortgage, stg.....	7	"	"	London.	1898	....	Mort. Loans of 1843-44-48 & 49.....	1,521,000	6	"	"	1880	102
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	74	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	107
2d Mortgage, (W. Div.).....	433,000	7	Jan. & July.	"	1874	....	Mortgage Loan of 1836 stg.....	182,400	5 1/2	Jan. & July.	London.	1880	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1843 stg.....	976,800	6 1/2	"	"	1880	....
Sinking Fund Bond.....	50,000	7	May & Nov.	"	1883	....	Mortgage Loan of 1836 stg.....	177,600	7	"	"	74-'77	....
Old Creek and Allegheny River:							Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	103
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78 1/2	Consolidated { Dollar registered	3,414,000	7	"	"	1911	104 1/2
1st Mortgage (War. & Fkin).....	485,000	7	April & Oct.	"	1882	78	Mortgage { Gold or stg coup.....	7,000,000	6 1/2	"	Phil. or Lond.	1911	....
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	42	June 1, 1871. { Gold or stg reg.....	668,000	6 1/2	"	"	1911	102 1/2
Old Colony and Newport:							Dollar coupon.....	332,000	8	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	95 1/2	New debent. loan, conv.....	6,690,955	7	Jan. & July.	"	1893	105 1/2
Plain Bonds.....	485,000	6	April & Oct.	"	1875	95	New improvement Mort. loan.....	6,331,618	6 1/2	April & Oct.	Phila. or Lond.	1897	....
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	100 1/2	Philadelphia, Wilmington & Balt.:						
Omaha and Northwestern:							Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	111 1/2
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Omaha and Southwestern:							Loan of 1867.....	1,000,000	6	"	"	1887	....
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87 1/2	Pickering Valley (Phila. & Rdg):						
Orange, Alexandria & Manassas:							1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
1st Mort. (Alex. to Gordonsville)...	400,000	6	May & Nov.	New York.	1873	89 1/2	Pittsburg, Cin. & St. Louis (Pa.):						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	79 1/2	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	85 1/2
3d Mort. " " " " " " " " " " " "	598,000	8	May & Nov.	Richmond.	1873	80	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	72
4th Mort. " " " " " " " " " " " "	574,000	8	March & Sept.	Alexandria.	1880	79	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	90	Pittsburg & Connellsville:						
Orange and Newark:							1st Mortgage of 1868, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	86 1/2
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	2d Mort. (Balt. Loan) of 1869.....	1,000,000	6	"	"	1886	85
Osage Valley & Southern Kansas:							1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage (6-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Pittsburg, Ft. Wayne & Chicago:						
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	100 1/2
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Oswego and Rome (H. W. & O.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100 1/2
Ottawa, Oswego & Fox River:							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar. by (C. F. & Q.)	1,280,000	8	Jan. & July.	Boston.	1900	98	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Owensboro' and Russellville.							2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	81	2d Mortgage (Series M).....	2,000,000	7	April & Oct.	"	1912	97 1/2
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	72	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
Income Bonds.....	1,500,000	7	"	"	1892	....	Construction bonds of Jan. 1, 1910	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.....	700,900	7	Monthly.	St. Louis.	1885	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6 1/2	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,600,000.....	.....	7	Jan. & July.	.....	1901	....
1st Mortgage (Lex. Atch & Nev.)	600,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000	.....	7 1/2	May & Nov.	New York.	1889	80
1st Mortgage gold for \$2,805,000.	1,071,000	7 1/2	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	600,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	"	'72-'74	....	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	"	"	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	72 1/2	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'80-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1889	75 1/2	Domestic Bonds.....	75,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (").....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free...	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort. " " " " " "	200,000	7	"	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	16,000pm	8*	"	"	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	89	1st Mort., endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	64 1/2
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	73	1st Mortgage gold, assumed....	7,159,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
1st Mortgage, gold \$15,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1897.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	93	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1894 guar.	2,929,000	7	April & Oct.	New York.	1894	95 1/2	2d preferred bonds.....	617,000	6	"	"	'84-'90	65
2d Mortgage May 1, 1898 guar.	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (date North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	82 1/2	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Den. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans. D.) gold skg f'd, con	1,000,000	7	"	"	1890	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'88	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscoogee) conv....	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & Lands) etc.	1,000,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R.R. & Lands...	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	8,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1880	....	1st Mortgage.....	850,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92 1/2	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	225,000	6	Feb. & Aug.	Boston.	1878	90 1/2	Summit Branch:						
Sand., Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m. ....	.....	8	.....	.....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
1st Mortgage (Sav. & Char.) bonds	600,000	7	Jan. & July.	New York.	1889	....	Suspens. Brid. & Erie Junc. (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Funded Interest bonds.....	167,400	7	"	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1878	....
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000pm	6*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (D.L. & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	100	1st Mort. gold, for \$500,000....	.....	7*	Feb. & Aug.	New York.	1891	....
Belma and Gulf:							Teco and Neosho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,168,000	7*	June & Dec.	New York.	1903	....
Belma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Belma, Rome and Dalton:							Flora:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	Polio, Peoria and Warsaw:						
Equipment Mortgage.....	250,000	10	"	"	1881	....	1st Mortgage (E. Div.) 110 m. ...	1,800,000	7	June & Dec.	New York.	1894	79
Shamokin Valley & Potter (N.C.):							1st Mortgage (W. Div.) 117 m. ...	1,800,000	7	Feb. & Aug.	"	1896	73
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92 1/2	2d Mortgage (W. Div.) 117 m. ...	1,800,000	7	April & Oct.	"	1886	88
Shesbogan and Fond du Lac:							Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	58
1st Mortgage extension.....	694,000	8	April & Oct.	"	1886	....	1st Mortgage (Burl. Br.) 19 m. ...	250,000	7	June & Dec.	"	1910	....
Shenandoah and Allegheny:							Tom's River & Watert. (N.J. So.):						
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	1st Mortgage guaranteed.....	80,200	7	.....	New York.	1888	....
Shepaug Valley (Ct.):							Troy & Bennington (T. &):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	1st Mortgage skg fund, guar....	100,600	7	Jan. & July.	Troy.	1878	....
Shore Line (N. Y. & N. H.):							Troy and Boston:						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Sioux City and St. Paul:							2d Mortgage.....	300,000	7	April & Oct.	"	1886	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
Land Grant Mortgage gold.....	660,000	7*	Jan. & July.	"	....	....	Convertible Bonds.....	645,000	7	"	"	1882	....

RAILROAD SHARE LIST, including MILEAGE, Rolling Stock, Debts, Income, Dividends, &c., &c.

* asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Years ending	Railroad	Rolling Stock			Property and Assets			Liabilities			Operations			Earnings			Value of Shares									
		Main Line	Branch Line	2d Track and Sidings	Railroad in progress	Engines	Pass.	B. M. E.	Freight.	Rolling Stock	Railroad	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Railroad Operated	Trains Moved	Passengers	Freight	Gross	Net	Dividends	Market	
		M.	M.	M.	M.	M.	M.	M.	M.	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	Number	Tons	\$	\$	pc.	\$ p.c.	
Sept. 30, 1878	Adirondack	60.0		25.125.0		3	41	8	56	3,113.515	New York	3,543,241	66,432	3,768,000	930,000	1,963,756		60.0	71,896	29,902	30,012	160,425	22,801	100		
Sept. 30, 1878	Alabama Central	81.3		5.9		13	20	2	113	3,600,000	Alabama			3,768,000	930,000	1,963,756		82.8				350,000	85,000	100		
Sept. 30, 1878	Alabama and Chattanooga	14.8		14.8		20	20	6	600	10,500,000	Alabama			2,700,000	8,500,000	3,000,000		90.0				1,000,000	100,000	100		
Sept. 30, 1878	Albany and Susquehanna	105.7		105.7		68	33	10	1,890	10,317,910	New York			5,000,000	4,621,000	708,519		142.0	810,519	371,410	631,917	1,672,319	410,877	7	100	
Sept. 30, 1878	Albany Valley	166.7		166.7		78	39	10	1,969	12,332,700	Pennsylvania			2,256,400	4,621,000	708,519		132.0				1,778,638	2,628,471	784,026	50	
Oct. 31, 1878	Allegheny Valley	31.3		31.3		13	3	*	96	1,078,489	Pennsylvania			688,744	2,500,000	649,132		99.0	153,190			299,293	98,568	50		
Dec. 31, 1878	Arkansas Branch (St. L. & Iron M.)	6.9		6.9		3	3		...	6,351,359	Mo.	19,971	66,432	2,498,000	2,500,000	438,669		150.0				1,172,013	423,808	100		
Dec. 31, 1878	Ashab. Youngstown & Pitts. (Pa. Co.)	10.0		10.0		38	22	7	778	3,300,000	Kan. & Neb.	1,451,420	1,025,087	3,750,000	3,750,000	814,758	222,545	282.9				1,172,013	423,808	100		
Mar. 31, 1878	Atchison, Topeka & Santa Fe	27.5		27.5		38	22	7	778	3,300,000	Kan. & Neb.	1,451,420	1,025,087	3,750,000	3,750,000	814,758	222,545	282.9				1,172,013	423,808	100		
Feb. 28, 1878	Atlantic & Great West	34.8		34.8		190	41	25	2,911	1,197,715	Georgia	151,853	63,254	7,500,000	4,248,000	24,237	53,865	87.0				399,344	100,161	8	100	
June 30, 1878	Atlantic and Gulf	106.0		106.0		26	19	10	424	7,717,971	Georgia	8,445,000	151,853	24,358,300	62,500,692	2,899,401	64,556,896	694.8	6,111,452	62,987	86,592	1,005,947	297,886	100		
Sept. 30, 1878	Atlantic and Gulf	106.0		106.0		26	19	10	424	7,717,971	Georgia	8,445,000	151,853	24,358,300	62,500,692	2,899,401	64,556,896	694.8	6,111,452	62,987	86,592	1,005,947	297,886	100		
Sept. 30, 1878	Atlantic and Gulf	106.0		106.0		26	19	10	424	7,717,971	Georgia	8,445,000	151,853	24,358,300	62,500,692	2,899,401	64,556,896	694.8	6,111,452	62,987	86,592	1,005,947	297,886	100		
Sept. 30, 1878	Atlantic and Gulf	106.0		106.0		26	19	10	424	7,717,971	Georgia	8,445,000	151,853	24,358,300	62,500,692	2,899,401	64,556,896	694.8	6,111,452	62,987	86,592	1,005,947	297,886	100		
Sept. 30, 1878	Atlantic and Gulf	106.0		106.0		26	19	10	424	7,717,971	Georgia	8,445,000	151,853	24,358,300	62,500,692	2,899,401	64,556,896	694.8	6,111,452	62,987	86,592	1,005,947	297,886	100		
Sept. 30, 1878	Atlantic and Gulf	106.0		106.0		26	19	10	424	7,717,971	Georgia	8,445,000	151,853	24,358,300	62,500,692	2,899,401	64,556,896	694.8	6,111,452	62,987	86,592	1,005,947	297,886	100		
Sept. 30, 1878	Atlantic and Gulf	106.0		106.0		26	19	10	424	7,717,971	Georgia	8,445,000	1													

Dec. 31, 1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	25
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Sept. 30, 1872	43.4	1.0	44.1	27	29	619	Providence and Worcester, R. I. & Mass.	1,909,656	668,508	125,566	107,581	2,000,000	500,000	224,612	84,019	47.6	507,980	1,005,257	521,866	895,897	239,926	10	100
Nov. 30, 1872	13.6	7.0	83.3	1	3	11	Queen, Warren and Bristol, R. I. & M.	645,079	73,025	32,206	457,517	2,000,000	60,000	65,611	...	13.6	44,096	418,776	105,359	105,359	51,456	3	100
Dec. 31, 1872	41.0	2.0	88.3	1	3	45	Quincy, Alton and Kent Co., Ill.	1,850,000	...	...	...	200,000	...	...	...	21.0	38,556	12,966	38,257	9,986	6	100	
May 31, 1872	47.0	9.7	...	12	11																		

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic and Great Western, pref.	10,000,000	7	7	105
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	105
Atlantic, Mississippi and Ohio, guar.	276,200	7	7	105
Atlantic and Pacific, preferred	10,000,000	7	7	105
Atlantic and St. Lawrence, guar.	3,994,900	4	4	105
Baltimore and Ohio, preferred	3,552,800	6	6	105
Berkshire, guaranteed	600,000	7	7	105
Blossburg and Corning, guaranteed	250,000	5	5	105
Boston, Concord and Montreal, pref.	800,000	6	6	84
Buffalo, New York and Erie, guar.	950,000	7	7	84
Catawissa, pref. and guar.	1,159,500	7	7	84
Camden and Amboy, guaranteed	5,447,900	10	10	124
Camden and Atlantic, preferred	763,549	7	7	82
Cayuga and Susquehanna, guar.	589,110	9	9	82
Cedar Rapids and Missouri River, preferred and guaranteed	769,600	7	7	82
Central of New Jersey, guar.	20,000,000	10	10	105
Central Ohio, preferred	411,550	6	6	85
Chemung, guaranteed	380,000	6	6	85
Cheshire, preferred	2,153,200	7	7	78
Chicago and Alton, preferred	2,426,400	10	10	106
Chicago, Iowa & Nebraska, guar.	3,916,300	8	8	98
Chicago and North-Western, pref.	21,289,563	7	7	55
Cinc., Rand. and Cleveland, pref.	429,000	6	6	25
Cleveland and Mahoning, guar.	2,059,200	7	7	88
Cleveland and Pittsburg, guar.	11,295,150	7	7	88
Cumberland Valley, 1st preferred	241,900	8	8	88
" 2d preferred	245,000	8	8	88
Dayton and Michigan, pref. & guar.	922,400	8	8	88
Delaware, guaranteed	1,315,390	6	6	88
Detroit and Milwaukee pref. & guar.	2,617,140	6	6	88
Dubuque and Sioux City, guar.	5,000,000	5	5	60
Dubuque South-Western, pref.	580,315	8	8	45
Eastern (N. H.), preferred	492,500	6	6	45
Elmira, Jeff. and Canad., guar.	500,000	5	5	76
Elmira & Williamsport, pref. & guar.	500,000	7	7	65
Erie Railway, preferred	8,536,010	7	7	65
Erie and Pittsburg, guar.	2,000,000	7	7	65
Evansville and Crawfordsville, pref.	100,000	7	7	32
Hannibal and St. Joseph, pref.	2,167,700	7	7	97
Hannibal and Lancaster, guar.	1,182,550	8	8	97
Housatonic, preferred	1,182,550	8	8	97
Huntington & Broad Top Mtn. pref.	190,750	7	7	28
Jeff., Mad. & Indianapolis, guar.	2,000,000	7	7	85
Joliet and Chicago, guar.	1,500,000	7	7	85
Joliet and Northern Indiana, guar.	800,000	8	8	85
Little Miami, Col. and Xenia, guar.	6,394,450	8	8	85
Louisv., Cincinnati and Lex. pref.	851,000	9	9	18
Marietta and Cincinnati, 1st pref.	3,101,620	6	6	9
" 2d pref.	4,439,250	6	6	9
Mich. Southern, (Lake Shore) guar.	533,500	10	10	10
Mill Creek, guaranteed	323,375	10	10	10
Milwaukee and St. Paul, preferred	10,825,777	7	7	62
Mine Hill, guaranteed	8,856,450	8	8	103
Montclair, guaranteed	2,000,000	7	7	94
Morris and Essex, guar.	15,000,000	7	7	94
Nesquehoning Valley, guar.	2,000,000	10	10	111
Newark and New York, guar.	1,000,000	7	7	10
Newcastle and Beaver Valley, guar.	605,000	10	10	10
New Jersey, guaranteed	7,295,200	10	10	124
New London Northern, guar.	971,400	10	10	10
New York & Harlem, pref. & guar.	1,500,000	8	8	127
" com. & guar.	8,500,000	8	8	123
Niagara Br. & Canandaigua, guar.	1,000,000	6	6	10
North Eastern (S. C.), preferred	105,000	8	8	10
Northern New Jersey, guar.	1,000,000	8	8	10
Norwich and Worcester, guar.	2,823,400	10	10	122
Ogdensburg & Lake Champlain, guar.	3,077,000	7	7	49
" pl. & guar.	2,000,000	8	8	95
Ohio and Mississippi, preferred	4,030,000	7	7	45
Oswego and Syracuse, guar.	1,144,400	9	9	10
Panama, guaranteed	7,000,000	12	12	110
Patterson and Hudson, guar.	690,000	8	8	8
Pemberton and Hightstown, guar.	342,000	6	6	10
Peoria and Bureau Valley, guar.	1,200,000	8	8	10
Philadelphia and Erie, preferred	2,400,000	12	12	180
Phila. Germantown & Norristown, guar.	2,231,900	12	12	180
Philadelphia and Reading, pref.	1,551,687	10	10	123
Philadelphia and Trenton, guar.	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic., guar.	22,214,285	7	7	92
Pittsfield and North Adams, guar.	450,000	5	5	86
Portland, Saco & Portsmouth, guar.	1,500,000	10	10	115
Rochester & Genesee Valley, guar.	557,560	7	7	33
Rutland				

New York Stock Exchange.

Actual Sale Prices for the week ending July 15.

Th.9. F.10. Sat.11. M.13. Tu.14. W.15

FEDERAL STOCKS:—

U. S. 5a, 10-40a, reg.	112½	112½	112½	112½	112½
U. S. 5a, 10-40a, coup.	112½	112½	112½	112½	112½
U. S. 5a, 1881, reg.	112½	112½	112½	112½	112½
U. S. 5a, 1881, coup.	112½	112½	112½	112½	112½
U. S. 5a, 1881, reg.	115½	115½	115½	115½	115½
U. S. 5a, 1881, coup.	116	117	117½	117½	117½
U. S. 5a, 5-20a, reg. '62	112½	112½	112½	112½	112½
U. S. 5a, 5-20a, c. 1862	112½	112½	112½	112½	112½
U. S. 5a, 5-20a, reg. '64.115	114½	115	115	115	115
U. S. 5a, 5-20a, c. 1864	115½	115½	115½	115½	115½
U. S. 5a, 5-20a, reg. '65.115½	115½	115½	115½	115½	115½
U. S. 5a, 5-20a, c. 1865	116½	116½	116½	116½	116½
U. S. 5a, 5-20a, r. n. '65	116½	116½	116½	116½	116½
U. S. 5a, 5-20a, c. n. '65.115½	115½	115½	115½	115½	115½
U. S. 5a, 5-20a, reg. '67.115½	116½	116½	116½	116½	116½
U. S. 5a, 5-20a, c. 1867.115½	116½	116½	116½	116½	116½
U. S. 5a, 5-20a, reg. '68	116½	116½	116½	116½	116½
U. S. 5a, 5-20a, c. '68.116½	116½	116½	116½	116½	116½
U. S. 5a, Pac.R.R. issue.116	116½	116½	116½	116½	116½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 14.

W.8. Th.9. F.10. Sat.11. M.13. Tu.14

Catawissa preferred	42	42	42	42	42
7a, new	103½	103½	103½	103½	103½
Camden and Amboy	103½	103½	103½	103½	103½
6a, 1875	103½	103½	103½	103½	103½
6a, 1883	103½	103½	103½	103½	103½
6a, 1889	103½	103½	103½	103½	103½
mort. 6a, '89.100	100	100	100	100	100
Elmira & Williamsport	100	100	100	100	100
7a, pref.	100	100	100	100	100
Lehigh Navigation	44	43½	43½	44	44½
6a, 1884	97	97	97	97	96
Gold L.	96½	96½	96½	96½	96
R. R. L.	97	97	97	97	96
Conv. G. L.	99½	99½	99½	99½	100
Lehigh Valley R.R.	60½	60½	60½	60½	60½
6a new coup.	100	100	100	100	101
6a new reg.	101	101	101	101	101
7a, new	106½	106½	106½	106½	106½
Little Schuylkill R.R.	106½	106½	106½	106½	106½
7a, new	53	51½	51½	51½	51½
Minehill	125	125	125	125	125
Morris Canal	125	125	125	125	125
North Pennsylvania	102½	102½	102½	102½	102½
6a, 1885	102½	102½	102½	102½	102½
7a, new	102½	102½	102½		

change has been in comparatively limited demand at rather easier prices. Bankers' sixty day bills on London closed on Wednesday at \$4 86¼@4 87½; sight bills on London at \$4 89½@4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$6,267,856.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$7,814,988, against \$9,432,296 same week last year.

Government securities have been in moderate supply, and fair investment demand at firmer prices. The loan division of the Treasury Department has made extensive preparations to receive the bids for the new loan. None have as yet been received, but the Treasury officials have private information that the bids will be very large. It is not expected that any of the bids will reach Washington until about the time they are to be opened, July 23, partly because the bankers do not wish to lose the interest on the large deposits that must accompany each bid.

U. S. sixes of 1881 closed on Wednesday of this week at 117½@117¾; U. S. Five-Twenties of 1862, 112½@113¼; U. S. Five-Twenties of 1864 at 115½@116; U. S. Five-Twenties of 1865, 116½@117; U. S. Five-Twenties of 1865 consolidated, 116¼@116½; U. S. Five-Twenties of 1867, 117@117¼; U. S. Five-Twenties of 1868, 116¼@117¼; U. S. Ten-forties at 112¾@113; U. S. Fives of 1881, (Funding Loan) 112½@112¾; Six per cent. currency Sixes from 116½@117¼.

State and Railway bonds have been moderately sought after at about steady rates. Railway and miscellaneous share property has been in less demand and generally depressed in price, though closing more steadily.

General business has shown less animation in the line of domestic produce. Cotton has been quoted lower; Breadstuffs, Provisions, and Naval Stores, irregular, but closing more firmly; Wool, and Tobacco strong in price. The Metal trade has been without new features of interest. Sales of about 8,000 tons American Pig Iron were rumored on contracts. Apart from which the dealings were unimportant. Eglington Pig Iron quoted at \$34. Glengarnock, \$35, Sumerlee, \$36; No. 1 American Pig at \$31@32. No. 2 do. at \$29@30; Forge, \$26@28; English Rails at \$50@52, gold; American Rails at works, \$56@60; Old Rails, \$36@40 Wrought Scrap, \$38@40. Ocean Freights have been fairly active, and at the close, rather weak as to rates; demand mostly from Grain Petroleum, Provision and Tobacco shippers.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo. 40; do. 1st mort., 81; Marietta and Cincinnati 1st pref., 16; Chicago and Alton scrip, 93; Atlantic and Pacific R. R. pref., 14; St. Louis and Iron Mt., R. R., 26; do. 1st mort., 93; Rome, Watertown and Ogdensburg R. R., 80; Long Dock bonds, 98; Ohio and Mississippi 7s, consol., S. F., 89¼; Chicago and Northwestern consol. gold bonds, 77; Central of New Jersey 1st mort., new, 107; Louisville and Nashville 7s, consol., 1898, 88; Michigan Central 7s, 96¼; Del., Lack. and

Western 7s, conv., 104; Clev., Paines, and Ash. 7s, old, 100; Western Pacific R. R. bonds 31½; Buffalo and Erie 7s, new 97; Albany and Susquehanna 1st mort., 102; do. 2d mort., 101; New York Central 1st mort., 105; Burlington, Cedar Rapids and Minnesota 1st mort., 54; Galena and Chicago 1st mort., 103; Lake Shore and Michigan Southern 7s, consol. coupon, 95½; Union Pacific S. F. bonds, 64; L. and Mo., 1st mort., 89; Quincy and Toledo 1st mort., 80; Gt. Western 1st mort., 1898, 91; Morris and Essex 7s, 1871, 96½; New York and New Haven 6s, 100¾; Am. Dock and Imp. 7s, 100½; Western Union Telegraph, 71¾; do. 7s, 98; At. and Pacific Tel., 14½; U. S. Exp., 70; Am. Exp., 60¾; Adams Exp., 106½; Wells-Fargo Exp., 73; Missouri 6s, 1. bonds, 92¾; Tennessee 6s, new, ex-coupon, 58; do. old, ex-coupon, 58½; do. 6s, n. s., 58¼; N. Y. State 7s, B. L., reg., 107; South Carolina 6s, new, non l., 6.

Philadelphia.—Northern Pacific 7-30s, 31; Reading Coal and Iron mort. bonds, 89; do. debent. bonds, 80; Pittsburg, Cincinnati and St. Louis 7s, 68½; Morris Canal 1st mort., 101¾; Susq. Canal 6s, 74¼; Schuylkill Nav. 6s, B. L., 77; do. 7s, B. L., 88; Connecting R. R. bonds, 88½; Warren and Franklin 7s, 78; Allegheny Valley 7 3-10s, 84; Belvidere Delaware 3d mort., 83; West Jersey 7s, 103; Huntingdon and Broad Top Mt. R. R., 6; do. 2d mort., 96¼; 10th and 11th streets R. R., 82½; Pennsylvania R. R. div. scrip, 101¾; Phila. and Reading Gen'l mort 7s, coupon, 103; do. reg., 104½; do. 7s, new, conv., 105½; do. 7s, 1893, 107; Pittsburg 5s, 75. The latest quotations are: City 6s, 101@101¾; do. free of tax, 104@104¼; Pennsylvania State 6s, 2d series, 107½@108; do. 3d series, 110½@112; Philadelphia and Reading, 55½@55¾; do. Gen'l mort. 7s, coup., 103@103; do. reg., 104½@104¾; do. mort. 6s, 1880, 99½@—; do. new, conv., 105¼@105½; do. 7s, 1893, 105@107; United New Jersey R. R. and Canal Co., 123¼@124; Camden and Amboy mort. 6s, 1889, 100@100¼; Pennsylvania R. R., 49@49½; do. div. scrip, 101½@102; do. 1st mort., 100@100¼; do. 2d mort., 100¼@100½; do. general mort. coupon, 91@91¼; do. reg., 94@94¼; Little Schuylkill R. R., 45¼@46; Morris Canal, 49@51; do. pref., 125@128; do. 6s, 100@101½; Susquehanna Canal, 6@9; do. 6s, 74¼@75; Schuylkill Nav., 6¼@7; do. pref., 12½@12¾; do. 6s, 1882, 76¼@77; do. 1872, 90@90; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 97@99; do. 5s, 60@65; Lehigh Coal and Navigation, 43½@44; do. 6s, 1884, 96@97; do. R. R. Loan, 97@97; do. Gold Loan, 95¼@96¼; North Pennsylvania, 44@45; do. 6s, 99@100; do. 7s, 102¼@102½; do. Chattle 10s, 106½@110; Philadelphia and Erie, 19½@20; do. 6s, 89@90; do. 7s, 84@84; Minehill, 51@51½; Catawissa, 13@16; do. pref., 41½@42; do. 7s, 1900, 103¼@104; Lehigh Valley, 60¼@60¾; do. 6s, new coupon, 99½@100½; do. reg., 100½@101½; do. 7s, 106¼@106¾; Fifth and Sixth streets (horse) 56½@57; Second and Third, 64@65; Thirteenth and Fifteenth, 20½@24; Spruce and Pine, 28@29; Green and Coates, 45@50; Chestnut and Walnut, 61@—; Hestonville, 20@21; Germantown, 34@40.

Boston.—Chicago, Burlington and Quincy 7s, 97; Atchison, Topeka and Santa Fe 7s, 61; Vermont Central 1st mort., 22; Burlington and Mis-

souri River R. R. Land Grant, 7s, 98½; do. 8s, in Nebraska, old, 99½; do. new, 95½; Boston and Albany 7s, 1892, 105; Fitchburg 7s, 105; Jackson, Lansing and Saginaw 8s, 1891, 97; Eastern R. R. 7s, 1882, 93½; do. 1887, 94; Michigan Central (Air-line) 8s, 1890, 102¾; Boston and Maine 7s, 1894, 104; Old Colony 7s, 1894, 104¼; do. 1877, 100¾; Connecticut and Passumpsic Rivers R. R. 7s, 97½; New Bedford R. R., 106; Nashua and Lowell R. R., 130; Norwich and Worcester R. R., 122½; Worcester and Nashua R. R., 125; Burlington and Missouri River R. R. in Iowa, 99; do. in Nebraska, 57½; Indianapolis, Cin. and Lafayette R. R., 6¼; Rutland pref., 33; Cincinnati, Sandusky and Cleveland R. R., 8¾; Eastern (N. H.) R. R., 45; Portsmouth Gt. Falls and Conway R. R., 30¼; Chicago, Iowa and Nebraska R. R., 93¾; Mississippi Valley R. R., 66; Cary Imp., 5½; Boston Water Power Co., 10¼; Brookline Land, 5½; New Hampshire 6s, 100; Massachusetts 6s, 1894, 101½; do. 5s, 1894, 101½; Maine 6s, 1883, 101¼; Boston 6s, 1903, 100½; do. 5s, 1884, 100; do. 1876, 106; Chicago 7s, 99½; Cook Co., Ills., 7s, 99½; Providence 5s, 1900, gold, 92¾; Cleveland 7s, 1878, 99¼; Toledo 8s, 1878, 101½; St. Louis 6s, 1878, 95; do. 1885, 90.

Baltimore.—Marietta and Cincinnati 2d pref., 9; Orange, Alex. and Manassas 7s, 80; Western Maryland 1st mort. unindorsed, 80; do. 3d mort. guar., 99; do. 2d mort. guar. by Washington Co., 87; Orange and Alexandria 2d mort. 6s, 79½; do. 4th mort. 8s, 79; Virginia and Tennessee 8s, 80; Maryland Defense 6s, 105; Virginia consols. coupons, 78½; Virginia consols. ex-coupon, 48½; Santa Clara, Mining Co., 5; do. bonds, 17. The latest quotations are: Wilmington, Columbia and Augusta bonds, 64@65; Wilmington and Weldon 7s, gold, 90@92½; Pittsburg and Connellsville 7s, 1898, 80@80; Baltimore and Ohio, 168@169; do. 6s, 1875, 99½@101½; do. 1880, 99@101; do. 1885, 101@101½; Washington Branch, —@175; Northern Central, 36½@37; do. 6s, 1885, 92@93; do. 6s, 1877, 93@—; do. 1900, 89@90; do. 6s, 1900 gold, 92@93; N. W. Va. 3d mort., 1885, 93½; —; Marietta and Cincinnati 1st pref., 18@21; do. 2d pref., 12@—; do. 1st mort. 7s, 1892, 105@105½; do. 2d mort., 7s, 90@90¼; do. 3d mort., 8s, 73@74; Central Ohio, 40@41; do. pref., 42½; do. 1st mort., 91½@92; Western Maryland, 1st mort. 6s, 1890, 80@80; do. 1st mort. guar., 99@100; do. 2d mort. guar., 100@—; do. 3d mort., guar., 99@100; do. 2d mort. pref., 60@70; do. 2d mort. guar. by Washington Co., 87@—; Richmond and Danville 1st mort., 67@69; Orange and Alexandria 1st mort. 6s, 88@90; do. 2d mort., 6s, 79½@80; do. 3d mort. 8s, 79@82; do. 4th mort. 8s, 72@74; Orange, Alex. and Manassas 7s, 78¾@79½; Virginia and Tennessee 1st mort. 6s, —@—; do. 2d mort. 6s, 69@75; do. 8s, 80@82; Baltimore 6s, 1875, 101@101½; do. 1884, 100½@100¾; do. 1886, 100½@101; do. 1890, 101½@101¾; do. 1893, exempt, 103@—; do. 1900, 100½@100¾; do. 1902, 100¼@101; Memphis City 6s, 43@45; Maryland Defense 6s, 1883, 105@106; do. 6s, 1890, 90; do. 5s, 80@90; Virginia coupon 6s, old, 30@40; do. new, 33@45; do. consol. 6s, 51½@51¾; do. coupons, 78@78½; West Virginia, 10¼@10¾; City Passenger R. R., 18@20; George's Creek Coal, 140@150; Atlantic Coal, 2.30@2.50; Santa Clara, 5.50@8.00; do. bonds, 20¼@—.

Union Pacific Railroad.

The earnings of the Union Pacific Railroad for May, 1874, were \$910,065 13, the expenses \$458,322 62, and the net earnings \$451,742 51. In May, 1873, the earnings were \$1,007,831 27, the expenses \$490,322 23, and the net earnings \$517,509 04—showing a decrease in earnings of \$97,766 14, with a decrease in expenses of \$31,999 61, making a decrease in net earnings of \$65,766 53. For the five months ending May 31, 1874, the earnings were \$3,660,751 29, the expenses \$2,013,684 20, and the net earnings \$1,647,067 09—showing an increase in earnings, as compared with the corresponding period of the previous year, of \$47,638 70, with an increase in expenses of \$77,887 41, making a decrease in net earnings of \$30,248 71.

The Land Department of the Union Pacific Railroad Company reports the sales of land for the month of June, 1874, at 43,962.22 acres for \$201,675 33, or an average price per acre of \$4 58. The total sales to June 30, 1874, have been 1,013,779.36 acres, for \$4,618,809 72, or an average price per acre of \$4 55. The lands belonging to the company remaining unsold, now amount to 11,066,220.64 acres.

Land grant bonds issued.....	\$10,400,000
Less bonds cancelled by land department.....	\$1,529,000
Less bonds cancelled by trustees.....	723,000
	2,252,000

Leaving bonds outstanding June 30, 1874.....	\$8,148,000 00
Land notes on hand, June 30, 1874—principal (interest not included).....	\$2,638,284 07
Cash in hands of trustees for the purchase of land grant bonds, June 30, 1874.....	\$14,156 58

Erie Railway.

At the annual meeting of the stockholders of the Erie Railway company, held in this city on the 14th inst., the following gentlemen were unanimously elected directors: Hugh J. Jewitt, Thomas A. Scott, John King Jr., John Taylor Johnston, M. O. Roberts, Frederick Schuchardt, W. Butler Duncan, Edwin D. Morgan, H. Baltzer, S. L. M. Barlow, L. H. Myer, Henry G. Stebbins, R. Suydam Grant, Lucius Robinson, John A. C. Gray, Cortlandt Parker and Homer Ramsdell.

At a subsequent meeting of the new board of directors, Hugh J. Jewitt was elected President, A. R. McDonough Secretary, and W. P. Shearman Treasurer.

The following resolutions were adopted:

Resolved, That the stockholders of the Erie Railway Company now assembled, representing in person or by proxy more than one-half of the total stock capital, both common and preferred, of this company, do hereby express their grateful thanks to the officers and Directors of the company, for their careful and patient labor for the past year, and for the fidelity with which they have administered the affairs and business of the company.

Resolved, That the action of the Directors of this Company, in creating the so-called second consolidated mortgage to secure the amount of \$40,000,000 of bonds (\$10,000,000 being reserved to cover the existing convertible bonds,) and in issuing a portion of said bonds for the general uses and purposes of this company, be and the same is hereby ratified, approved, and confirmed, and that, in the opinion of the stockholders, the said issue was necessary and proper, and that the proceeds shall be used and disposed of in paying

and discharging the indebtedness and liabilities of the company, and for such other purposes as may, in the opinion of the board, be considered necessary, proper, and expedient.

Resolved, That the stockholders do fully ratify, approve, and confirm the recent lease of the Atlantic and Great Western Railroad by the Erie Company on the terms set forth in the lease dated May 6, 1874, and in the contemporaneous agreements; and do likewise approve, ratify, and confirm the purchase heretofore made of the stock of the Buffalo, New York and Erie Railroad, and in the purchase of interests in coal and in the stocks of various coal companies organized under the laws of Pennsylvania, such purchases being in the opinion of the stockholders, wise and necessary for the requirements of the company, and for the true interests of the stockholders.

Resolved, That the stockholders of this company here assembled do now fully and formally accept, adopt, and confirm all the acts, arrangements, purchases, and contracts aforesaid, the same, in the judgment of this meeting, having been wisely and properly made and entered into for the true interests of the stockholders of said company.

Resolved, That a copy of these resolutions be duly certified by the officers of this meeting, and forwarded to the Attorney General of the State of New York.

No reports were received from Capt. Tyler or the English accountants, and it was announced that they would not be published in this country until they had first been presented to the stockholders in England.

A series of resolutions complimentary to President Watson were unanimously passed by the retiring board.

The General Manager, Mr. James C. Clark, reported that the loss to the company by the fire at Weehawken on the 10th, 11th and 12th inst. would not exceed \$175,000, and that their operation in the oil traffic was not materially interfered with.

The amount of stock voted on was upward of \$57,800,000.

Mr. Poppenhusen, President of the Flushing and North Side Railroad Company, recently visited Huntington for the purpose of conferring with the citizens of that place in regard to the extension of the road to Huntington. Mr. P. stated in substance that if the residents along the line of the road east of Roslyn would extend a reasonable amount of aid to the enterprise, in the matter of right of way and subscription to stock, the company would build the road and commence work upon it this Summer. Huntington, it was intimated, would be expected to furnish about two and a half miles of the right of way, for which stock would be issued, and to subscribe for about \$25,000 worth of stock in addition.

The earnings of the Erie Railway for the week ending June 30, 1874, were \$332,245, against \$399,598, for the corresponding week in 1873, a decrease of \$67,353. From January 1, to June 30, 1874, the earnings were \$8,880,915, against \$9,526,807 for the corresponding time in 1873, a decrease of \$645,892.

The earnings of the Denver and Rio Grande Railway for the month of May, 1874, were \$38,083, against \$38,384 in the corresponding month in 1873, showing a decrease of \$300. The net earnings for the month were \$21,058, against \$20,045 in same month last year, showing an increase of \$1,018.

The Panama Railroad Company have ordered \$500,000 worth of steel rails to be shipped to Panama, with the object of replacing the present iron rails as fast as they are worn out.

Five new locomotives have been ordered for the Flushing and North Side Railroad, to be delivered in the Fall.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and endorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Robt. Harris, C. B. & Q. R. R. Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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At the annual meeting of the Belfast and
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inst., the old Board of Directors was chosen,
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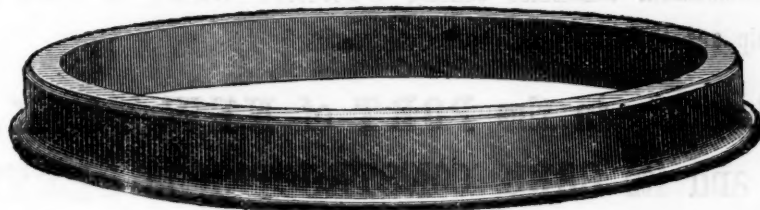
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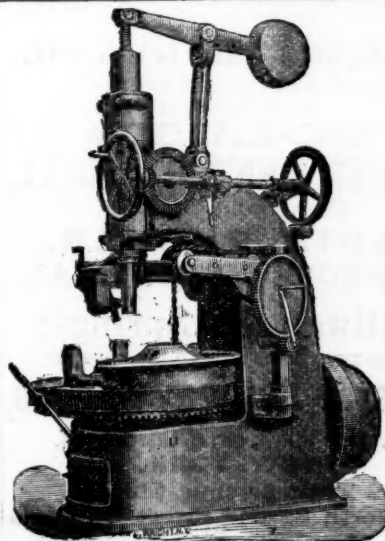
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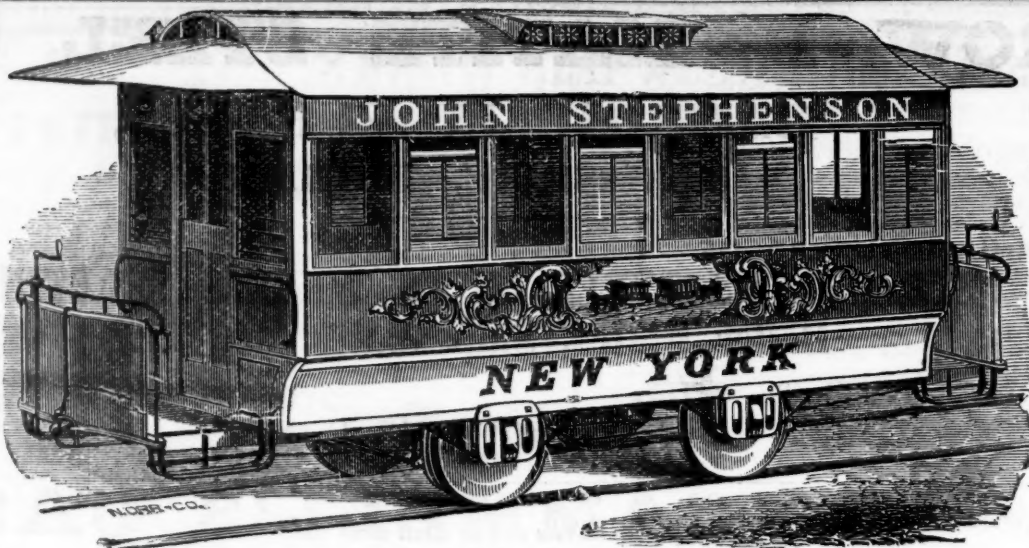
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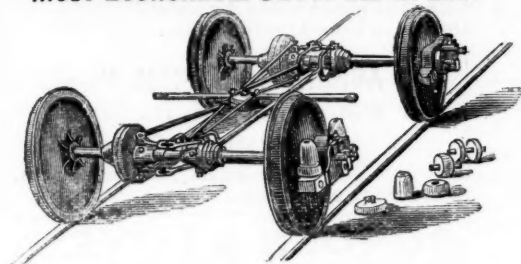
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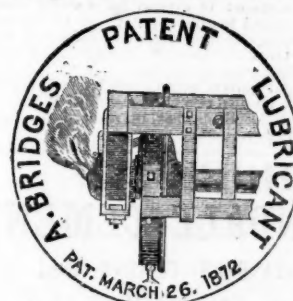
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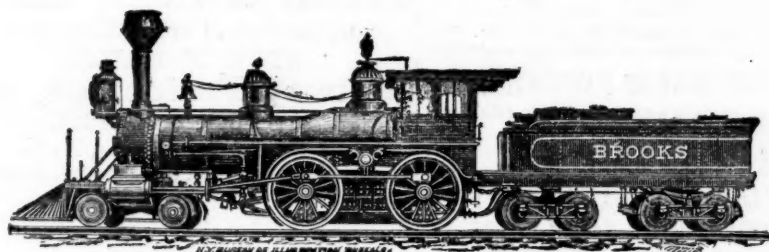
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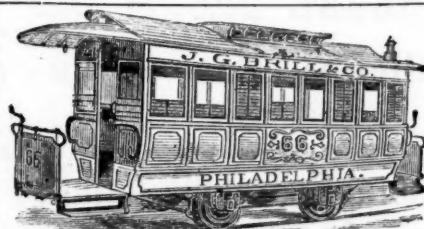
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